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'BARBARITY!' CRY GERMANS AS AIR REPRISALS START

French Object in Attacking Towns Far From Front Not Clear'

SMUTS EXPLAINS

Forced To Bombing Policy, Having No Longer Any Choice In Matter

WILL BE MERCIFUL

British Airmen Will Do All To Spare Innocent And Defenceless People

(Reuter's Agency War Service)

Amsterdam, October 4.—According to German accounts, on the night of the 2nd, a dozen airmen dropped a considerable number of bombs on Frankfurt, Stuttgart and other towns, with the result that five persons were injured and one killed. The damage generally was slight.

An official telegram remarks that the object of the French in attacking open towns far from the front and containing numerous hospitals is not clear. Such barbarity will only strengthen the German determination to persevere.

Smuts Talks On Reprisals

London, October 4.—General Smuts, in his speech at the luncheon given by the Presidents of the Chambers of Commerce of the United Kingdom, said: "Our bombing has been far heavier and has been causing the enemy far greater losses behind his lines. Last month, our naval and military aeroplanes dropped 207 tons of bombs behind the enemy's lines. During the same period, the enemy dropped 4½ tons of bombs on London.

"In that month, we bombed him on 23 days and 19 nights, chiefly the great aerodromes at St. Denis and Gontrode, where his Gothas are housed, firing the hangars and sheds, bombing the machines and pitting the aerodromes with shell-holes. We also bombed his billets, transports and railway-stations, causing very heavy losses.

"In London, during September, our losses through air-raids were 51 persons killed and 247 injured. Up to the present, we have avoided using the aeroplane as an engine of destruction and terrorism against enemy civilians.

"On the other hand, the enemy, since the beginning of the war, has devoted his aircraft to all kinds of non-military uses. First with the Zeppelin and now with aeroplanes, he is conducting a campaign of ruthless and pitiless terrorism against undefended towns and populous centers which have no direct military value. Indeed, one is forced to the conclusion that the Germans in these raids are avoiding military objects.

Calculated Brutality

"There is no indication that they are trying to strike buildings or works of real military importance. Invariably, they attack the residential quarters of London and not its outside arsenals or fortifications, or even the docks. The object of this calculated brutality has been twofold.

"In the first place, they desire to strike terror into the hearts of civilians and destroy their *morale* by every abominable means and, in the second place, to force us to take back machines from the front for the defence of London and other home areas. In both, they have failed miserably.

"There is not in London or England a single machine which has been taken from the front for home defence. The national temper, instead of weakening, is hardening under the strain of these terrors and abominations.

"If the Germans understood the psychology of this people, they would have no doubt about the results of these attacks. Cowards become more cowardly under the threat of danger, but brave men and women only become more determined and the people of London are now thinking less of peace than ever before.

Bitter Temper Growing

"Meanwhile, a very bitter temper is growing up in this country; a temper

(Continued on Page 2)

Allies Winning War Now, No Cause For Pessimism, Admiral Knight Assures

Commander Of Asiatic Fleet Tells Americans To Be Confident Over The Conflict

"Be confident, not pessimistic, over the outcome of this war. Radiate that confidence. Let the psychological effect of it extend to the battlefront to cheer and strengthen the men who are winning the war For we are winning this war."

This is the message to the Allied nationalities in the Far East sounded by Admiral Knight, Commander of the American Asiatic Fleet, at the banquet given in his honor last night by the American Association of China.

The short, ringing speech of the Admiral swept the big crowd gathered at the Palace Hotel into a tumult of applause. Admiral Knight is a small man, as to stature, but power, energy, confidence is the impression that he gives. His sentences come home like blows or snaps like whip lashes and he drives in his points with a flashing eye and swift, expressive gestures. The crowd was "radiating" the confidence he advocates, before he had finished his brief remarks.

Mr. W. S Fleming, vice-president of the Association, presided at the banquet and introduced the Admiral and Consul-General Sammons. In his address of welcome to the commander and his staff he paid a sincere tribute to the Navy. Consul-General Sammons also welcomed the Admiral and expressed regret that his visits to Shanghai have not been more frequent and prolonged. A reception and dancing followed the banquet.

Admiral Notes Pessimism

"There is a note of pessimism evident to one going about among the Allied peoples in the Far East, particularly among Americans and British, regarding the developments in the war," Admiral Knight said in part.

"The loss of two more ships by torpedo this week than last and there is a wave of depression. The loss of a single mountain peak in the Italian sector, and the Italian front is jeopardised. If the Russians along a two hundred mile front retreat five miles, it is the end of things in the east. There is a tendency, looking at things from this distance, to magnify the losses and to minimise the victories. This is a mistake.

"In the first place it is a mistake because it is not true. It is a mistake in that it spreads a wrong impression. It is a mistake in that the psychology of that depression may extend itself to the countries in which this war is being fought out —to the men who are fighting it for us to a successful conclusion.

"There is a psychology that wins battles. A football team plunging down the field, with the crowd cheering it on and confident in its ultimate victory, will win that victory. And it is just as true that the peoples of the Allied countries even at so great a distance as this, even though they may feel that they are out of the battle, may transmit confidence and vigor to the men in the battlefront and our peoples in the lands which are ridden by war.

"Be confident. We are winning this war. The submarine problem is not yet solved, but it is being solved, and steadily. The German force of arms is not yet beaten, but it is being beaten, day by day. This is no time for pessimism or uncertainty. There is no uncertainty. We are winning the war."

A storm of hand-clapping and cheers swept over the hall.

Mr. Fleming Speaks

"This dinner as you know has been arranged by the Committee of the American Association of China in honor of Admiral Knight, Commander in Chief of the Asiatic Fleet of the United States Navy, and his officers, said Mr. Fleming in introducing the guest of honor. "As the association is the oldest and the largest of the American civic organisations in China the welcome which we are extending Admiral Knight and his officers may be said to be that of the American community.

We who have lived in China for some years past have good reason to appreciate the worth of our Navy. It has been customary to keep some vessels of the Asiatic Fleet posted at various ports on the coast and in the rivers of China and not only has the moral influence of their presence had a very wholesome effect upon the lawless element in China's population but at times of very serious internal political d'sturbance the officers and men of the Navy have rendered prompt and highly efficient service to the endangered foreign communities.

"Aside from the pride which we take in our Navy and the joy which it brings us to see the old flag flying over our own vessels here in far away Chinese waters, we have a feeling of deep gratitude for the services the Navy has rendered us in the past and

(Continued on Page 19)

With The Disguised French Anti-Aircraft Gunners

A very curious photograph, showing the famous 75 mm. gun mounted on an auto truck painted and covered with boughs and branches so as to protect it against the enemy. The crew, whose appearance reminds one of the famous American Ku Klux Klan, are really in their newest gas-masks and are waiting for the enemy aeroplanes to appear in the sky. This is the newest type of the anti-aircraft guns to be seen on the French front.

BIG BRITISH CRUISER DRAKE IS TORPEDOED

Reaches Harbor, Then Sinks In Shallow Water; One Officer And 18 Men Killed

(Reuter's Agency War Service)

London, October 4.—The Admiralty issues the following communique: —"The warship Drake (cruiser, 14,000 tons, completed 1902), commanded by Captain A. Ratcliffe, was torpedoed on Tuesday, off the north coast of Ireland. It reached harbor and then sank in shallow water. The explosion killed one officer and 18 men. The remainder were saved."

Seeadler's Company Still Out Raiding

Ship Strands, But Arm Prizes; Leave Prisoners Destitute On The Solomons

(Reuter's Agency War Service)

Washington, October 5.—The Navy Department states that a despatch from Samoa announces the arrival of an open boat, containing the master of an American schooner, who relates that the German raider Seeadler was stranded and abandoned on Lord Howe Island, in the Solomons Group, on August 2.

The commander and crew of the raider seized a motor-sloop and a French schooner, which they armed and put to sea. The Seeadler left 47 of its victims on the island, in a destitute condition.

SAN GABRIELE STILL DEFIES ALL ATTACKS

Italians Again Repeatedly Repulse Austrians; Airmen Bomb Cattaro

(Reuter's Agency War Service)

Rome, October 5.—An official communique reports: We have repulsed repeated attacks on Monte San Gabriele. An air-squadron attacked the naval base of Cattaro and obtained hits on the torpedo-boats and submarines lying there.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikugo M. Oct. 8
Per N.Y.K. s.s. Kasuga M. Oct. 10
Per R.V.F. s.s. Penza .....Oct. 12
Per N.Y.K. s.s. H'saki M. Oct. 13
Per N.Y.K. s.s. Hakuai M. Oct. 16

For U.S., Canada and Europe:—
Per T.K.K. s.s. Korea M. Oct. 8
Per N.Y.K. s.s. Inaba Maru Oct. 12
Per P.M. s.s. Colombia.. Oct. 13
Per T.K.K. s.s. Siberia M. Oct. 18

For Europe:—
Per N.Y.K. s.s. Kitano M. Oct. 12
Per N.Y.K. s.s. S'zuoka M. Oct. 14
Per N.Y.K. s.s. Hirano M. Oct. 28

Kerensky Threatens To Go If Coalition Government Rejected

Only Thing To Save Country, He Insists; Danger In Socialists Ruling Alone

(Reuter's Agency War Service)

Petrograd, October 4.—The All-Russia Democratic Conference, by 838 votes to 136, resolved to instruct the Executive to constitute a strong revolutionary authority, which would work actively for a general peace.

M. Kerensky, in a speech made to the committee prior to the rejection by the conference of a Coalition Government, dwelt on the danger of an exclusively Socialist Ministry and said that only a Coalition Government would save the country. If the conference decided otherwise, he would resign.

FLOOD WATERS RISING AGAIN IN TIENTSIN

Situation In Tehchow, Shantung, Also Grows Worse And City Is Threatened

The flood in Tientsin is again rising. Five inches were added Thursday. The situation in Tehchow, caused by the overflow of the Grand Canal, is also getting more serious and is now threatening the city itself. The telegraph office there is making preparations to move.

Rainfall in Shantung continues to be heavy and the Yellow River at Tsaochow has rammed down the dykes at several points. Several tens of thousands of homes have been washed away from the villages in the districts of Tsaohsien, Tsanhsien, Yuchenhsien, Fanhsien and Hunghsien.

Negotiations are going on between the Peking government and the foreign Powers for a loan for the conservancy of the waterways in Chihli. The foreign interests are willing to lend the sum at the lowest possible rate of interest.

Chang Chien, the director of the Ta Tah Company, Tungchow, offers to subscribe $100,000 in the name of his company towards the relief fund and has asked for instructions as to where he may send the money.

Mr. Shen Tung-ho, president of the Red Cross Society, wired to the Tientsin branch office yesterday, urging the authorities there to be sure to bury all drowned people in distant places so as to avoid the usual plague that follows a flood.

KING PRAISES HAIG

(Reuter's Agency War Service)

London, October 5.—The King has telegraphed to Sir Douglas Haig, saying: "The continued success of my gallant troops in Flanders gives me the highest satisfaction and reflects great credit on your leadership and the efficiency, courage and endurance of all ranks."

GIVES COUNTRY ESTATE FOR BRITISH PREMIERS

Sir Arthur Lee, One Time Adjutant At Hongkong, Makes Nation Generous Gift

(Reuter's Agency War Service)

London, October 5.—Colonel Sir Arthur Lee, M.P. for Fareham, is presenting his country estate, Chequers Hall, Buckinghamshire, as an official country residence for the future Prime Ministers. Sir Arthur Lee was Adjutant of the Hongkong Volunteers in 1889-90, Military Attache at Washington, 1899 and Civil Lord of the Admiralty, 1902-05.

11,000 Feet Up, One Tackles Ten Gothas

Downs One, Lands To Repair Gun-Trouble, Then Engages Rest At 14,000 Feet

(Reuter's Agency War Service)

London, October 5.—The following report from a Squadron Commander of the Royal Naval Air Service reveals the odds cheerfully accepted by British pilots during the air-raids on London: "Flying at 11,000 feet, I saw ten Gothas coming inland and climbed towards the enemy, engaged the one on the right and fired a hundred rounds into his tail at a hundred yards, hitting the fuselage. The Gotha began a slow spin and I followed, firing, in order to finish him off.

"My gun jammed, whereupon, in trying to clear it, I got into a fast nose-spin, but righted the machine and saw the Gotha crash into the sea. I then landed and the gun-jam was cleared, after which I again ascended and caught the Gothas again at 14,000 feet, re-engaged them above and below, fired 200 rounds and silenced both guns of another Gotha. Finally, I ran out of ammunition."

BULGARS GAIN BRIEF SUCCESS NEAR BUZEU

Occupy Several Trenches, But Russian Counter-Attack Restores Position

(Reuter's Agency War Service)

Petrograd, October 5.—An official communique reports:—"Our artillery stopped an attack made by the enemy, in dense waves, southward of Radautz.

"The Bulgarians occupied several trenches in the region of Buzeu. We made a counter-attack and restored the position."

4,446 PRISONERS HAIG'S TOTAL IN GREATEST BATTLE

British In Possession Of Main Portion Of Coveted Ridge

FORESTALL ENEMY

Guns Catch Germans When About To Attack, Causing Fearful Havoc

40,000 CASUALTIES

Is Total Reckoning of Hindenburg's Losses in Recent Engagements

(Reuter's Agency War Service)

London, October 5.—Field Marshal Sir Douglas Haig reported this evening: There has been no infantry fighting of importance. We consolidated our positions. 4,446 prisoners, including 114 officers, have been taken since yesterday morning.

Sir Douglas Haig reported yesterday evening: Our attack over a front of eight miles, from southward of Tower Hamlets to the Ypres to Staden railway, northward of Langemarck, has been completely successful. All our objectives have been gained, positions of great importance won and over 3,000 prisoners are already counted. We are now in possession of the main ridge to a point 1,000 yards northward of Broodseinde.

The weather, after promising to be favorable, became less settled and there was a strong westerly wind, with the force of a gale and storms of rain throughout the battle, which added to the difficulties of our advance. Nevertheless, our aircraft did valuable work and afforded useful information concerning the position of our troops and the assembly of the enemy for counter-attacks.

English, Australian and New Zealand divisions delivered the assault. Among the English troops were battalions from twenty-eight counties. There were also a few battalions from Scotland, Ireland and Wales.

Reach Objectives In Hour

Rapid progress was made at all points from the start. Only a short advance was intended southward of the Menin road, where our objectives were reached at an early hour.

North of the Menin road, English battalions, after sharp fighting, carried the hamlet of Polderoek Chateau and expelled the enemy from numerous farms and small woods southward and eastward of Polygon Wood. The Australians captured Molenwarelsthoek and cleared the houses on the Zonnebeke to Broodseinde road.

The New Zealanders took Gravenstafel. The English troops, on their left, continued the line of our advance and reached the outskirts of Poelcapelle.

Our first objectives were gained along the whole front of attack, shortly after our assault opened. Our advance against our final objectives, carried out in accordance with our plan, was equally successful.

The English took the villages of Reutel and Noordemhoek and secured the high ground overlooking Becelaere. The Australians captured Broodseinde and established themselves well over the crest of the Ridge, five miles eastward of Ypres, giving us observation eastward.

Take Most Of Poelcapelle

The English, on the left of our attack, carried the bulk of Poelcapelle and secured the line of their objectives eastward of Poelcapelle Church. The whole of our objectives had been captured before mid-day.

Statements made by prisoners and identifications of German units and numbers of German dead show that our attack anticipated by a few minutes an attack by five German divisions against our front from Polygon Wood to Zonnebeke. Our barrage descended on the enemy's assembling troops and the attack did not materialise.

Our infantry overwhelmed those of the enemy who escaped our artillery-

20,000 Aeroplanes Building For U. S.

Trained Aviators Will Be In Readiness As Soon As Craft Completed

(Reuter's Agency War Service)

Washington, October 5.—The Secretary for War announces that twenty thousand aeroplanes of every type, which were recently authorised, are actually being constructed. Trained aviators will complete their equipment and will be ready as soon as the aeroplanes.

Australia Returning To Normal Conditions

Assured Of Industrial Peace Everywhere; New South Wales Miners Resume Work

(Reuter's Agency War Service)

Melbourne, October 4.—An early restoration of normal industrial conditions throughout the Commonwealth is now assured.

Sydney, N.S.W., October 4.—Most of the coal-miners in New South Wales resumed work today.

TASHKENT IN REVOLT

(Reuter's Agency War Service)

Petrograd, October 4.—The situation at Tashkent has suddenly grown worse. The local Soldiers' and Workmen's Delegates, learning that a punitive expedition was on its way to Tashkent, proclaimed a general strike. The Government has established a state of war.

America to Turn Out Huge Destroyer Fleet

New Design Of Proved Utility; Ready For Duty In European Waters In 1918

(Reuter's Agency War Service)

Washington, October 4.—The construction of an immense flotilla of destroyers is making remarkable progress and the naval authorities expect them to be ready for duty in European waters early in 1918. These destroyers are of new design and the trials of the first few completed have demonstrated that they are splendid submarine-hunters.

THIRTY-ONE NEW SEATS IN BRITISH PARLIAMENT

Redistribution Adds 29 To England And One Each To Wales And Scotland

(Reuter's Agency War Service)

London, October 5.—The redistribution scheme drafted by the Boundary Commissioners, under the Representation of the People Bill, adds thirty-one seats in the House of Commons, including 29 in England, one in Wales and one in Scotland.

ADM. HAMILTON DEAD

(Reuter's Agency War Service)

London, October 5.—The death is announced of Admiral Sir Frederick Tower Hamilton, K. C. B., Commander-in-Chief at Rosyth.

fire and, owing to the enemy's losses in this area, few counter-attacks have yet developed. Two, attempted early this afternoon, eastward of Gravenstafel, were broken up by our fire, while another, north-eastward of Langemarck, led to severe fighting, but failed to drive us from the positions we had gained. Later in the afternoon, three counter-attacks, south-eastward of Polygon Wood, were unsuccessful.

British Casualties Light

The enemy's losses throughout the whole of the fighting were exceedingly heavy, largely owing to the unusual number of German troops on the battle-front at the outset of our attack. Our casualties were light. We have captured a few guns and much material.

Low clouds and a high west wind on Wednesday made aerial work almost impossible. Four machines attempted to bomb an enemy aerodrome. One bombed its objective and two bombed other targets. Few hostile aircraft were seen.

Sir Douglas Haig reported this afternoon: The enemy heavily shelled our new positions eastward of Ypres, which our troops are engaged in organising. We drove off raiders, northward of Gouzeaucourt, with loss. We repulsed three raids in the neighborhood of Lens.

Reuter's correspondent at British headquarters reported yesterday: A new and staggering blow was launched this morning, in unsettled weather, which, however, favored us and handicapped the enemy. Today's battle is a bid for a further grip on the great Menin Ridge system. The enemy were unquestionably fully alive to the impending attack. The only points of which they were not sure were just when and exactly where it would come.

That the enemy are thoroughly alarmed at the development of our strategic menace to the whole of their right flank is sufficiently shown by the feverish haste with which they are hurrying up fresh troops and shuffling their reserves. Two divisions have appeared from the Russian front within the past few days.

Driven Beyond Prepared Zone

The Germans are now being driven beyond the zone of long prepared positions, with the result that they have to depend more upon men and less upon protective works to resist our advance. As a consequence of this development of open warfare, the fighting is becoming cleaner—that is to say, there is more of the hand-to-hand element and less of chemical frightfulness.

Reuter's correspondent wired later: Today is already being proclaimed as one of our greatest victories since the battle of the Marne and it really seems that the battle which has rolled onward across the Menin Ridge has gone brilliantly. The Germans are scattered and shaken and prisoners are streaming back in hundreds, many of them without a sign of fighting, but a large proportion of them wounded. Officers and all are very depressed and agree that it has been a disastrous day for Germany.

Never have our troops fought more superbly. But another factor contributed to our success. We forestalled a big projected attack with the object of recovering Zonnebeke Ridge.

No less than five Divisions of German troops had been brought into position for this purpose and it is stated that their attack was fixed for 7 a.m., while ours was launched an hour earlier. This was the enemy's undoing.

War's Worst Slaughter

Our terrible curtainfire swept over the assembled masses of the German Divisions waiting to make the assault and the resulting slaughter is described as being the worst in the war. Flesh and blood was unable to face such an ordeal and, when our attacking waves advanced, the Germans in many places were already bolting like dazed rabbits. Our walking wounded, to the question whether they saw any Boches, gave the almost stereotyped reply: "Only their backs, unless they were wounded."

Up Broodseinde Ridge surged the waves of khaki and that commanding spur of bitter bygone memories was once more in our hands. Our men were irresistible and the great difficulty of their officers was to restrain them.

The German artillery did its best to check the disaster, but a thin drizzle which narrowed visibility down to a few hundred yards handicapped their artillery as well as ours. It was an infantrymen's battle more than any previous fight since the British army assumed the offensive with the rifle and machine-gun as their principal weapons.

The bayonet scarcely came into play at all, for the Germans seldom allowed our lads to get to grips. Here and there, they made a stout stand in concrete-works, but the crushing defeat of their own attack before it was launched seemed to have shaken them nearly all along the line.

Germans Withdrawing Guns

I hear that the Germans are withdrawing their guns. We shall probably never hear the truth of the German losses this day, but it is certain that these run into many thousands. Our casualties again were relatively light.

Reuter's correspondent wired today that the fruits of yesterday's victory have been held. No infantry attacks occurred during the night, demonstrating the exhaustion of the Germans, due to the manner in which their big offensive was devastated yesterday morning and our reception of the eight counter-attacks made by the enemy yesterday.

Five of these counter-attacks were made against a short front north of the Ypres to Menin road and were broken up by our artillery. The remaining three were all delivered against our new positions near Reutel.

Two of these were beaten back, but the third advanced in great strength, late in the afternoon and bent back our line slightly, necessitating, however, only a slight modification of our front, which has absolutely no bearing upon the general tactical results achieved.

40,000 German Casualties

Within a fortnight, we have struck the enemy in Flanders three staggering blows in a very vital spot and sent him reeling back about three miles, mostly uphill. We have taken about 9,000 prisoners and inflicted casualties on the enemy conservatively calculated at 40,000.

A better appreciation of these victories is possible if we imagine what we should be thinking and saying if the situation had been reversed and the enemy had succeeded in doing to us what we have done to them.

A notable feature of the fighting was the wonderful completeness of the arrangements for rapidly clearing the wounded. Despite the inclement weather, stretcher-bearing was practically finished early in the afternoon, as far as the open field was concerned.

Among our haul of prisoners is a larger percentage of mere boys than in any previous battle. One German regiment from the Russian front caused a panic by shouting the British were on them and bolting.

Coming on top of General Smuts' speech, Sir Douglas Haig's victory in the battle of Broodseinde, as this, the third and probably decisive phase of the third battle of Ypres, will be known, has kindled an enthusiasm which the country has long unknown. The papers are lavish in their compliments to Sir Douglas Haig and his troops on an achievement which they anticipate will alter, on balance, the whole result of the year's fighting in the west and prove the turning-point in the history of the war.

Haig's Clever Tactics

One expert puts the position in forcible terms. He says that the German giant has his head on the coast and his feet in Lille and Sir Douglas Haig is driving a salient into his stomach.

When the whole Passchendaele Ridge, for which the struggle is now proceeding, is secured, the giant will be doubled up. Passchendaele Ridge is a formidable position, with many little ravines and cunningly hidden guns, but the capture of the high positions held by the enemy, from Tower Hamlets to Polygon Wood, threatens to outflank it.

Supplementary details of the fighting show that the British attack was so unexpected and shattering that the Germans ran or were captured in blocks, almost without fighting. The advancing British troops found the bewildered Prussians crowding in shallow trenches, shoulder to shoulder, with bayonets fixed for their attack.

Their officers and non-coms. were paralysed through our crushing barrage and handed over their revolvers and ordered their men to lay down their arms. In cases where a rally was attempted after the first panic, it was broken with bombs and bayonets.

The fighting was more open than previously and the spell of the pill-boxes has obviously been broken, the German troops fearing these concrete block-houses as death-traps. The ground was generally fairly easy to cross, except for the marshy valley of the Stroombeek, on the British left, where tanks were very useful in assisting to capture a number of strong points. Prussian Guards predominated among our prisoners.

Berlin Admits Reverse

(By wireless).—A German official communique yesterday evening reported:—"A great attack made by the British, today, penetrated only a kilometer deep between Poelcapelle and Gheluvelt. Bitter fighting continues eastward of Zonnebeke and westward of Becelaere."

A German official communique this afternoon reported: "The hottest points of yesterday's fighting were Poelcapelle, isolated farms on the Passchendaele cross-roads, eastward of Zonnebeke Wood, westward of Becelaere and the village of Gheluvelt. The enemy temporarily advanced over this line, but were unable to hold their ground, owing to our counter-attacks.

"The British gain was restricted to a strip one to 1½ kilometers in depth between Poelcapelle and Becelaere. We retain Becelaere and Gheluvelt.

"We repulsed almost everywhere the twelfth attack made by the French in three days on Hill 344."

French Repulse Attack

Paris, October 5.—The official communique issued yesterday evening reported: There have been handgrenade and artillery actions on the plateaux south of Ailles. An enemy *coup-de-main*, west of Pompelle, was repulsed.

All day long, there was a very violent artillery struggle on the right bank of the Meuse. An attack against our trenches north of Hill 344 was repulsed. Our artillery caught assemblages of the enemy in this region under its fire.

The communique this afternoon reported:—There have been violent artillery actions on the right bank of the Meuse, in the region of Bezonvaux and Hill 344.

The communique this evening reported: On the Aisne front, German raids were repulsed south-east of Chevreux and east of Cerny. On the right of the Meuse our artillery caught and dispersed an enemy concentration in the region of Caurieres Wood.

INDO-CHINA MERCHANT MARINE, SARRAUT'S IDEA

French Colonial Governor Is Calling Interested People Together For Discussion

Reuter's Pacific Service to The China Press

Hanoi, October 6.—Governor-General Sarraut has arrived at Tonkin, on his way to Cochin-China. On Monday, he will call a meeting of shipowners and prominent merchants, to discuss with them the creation of an Indo-China mercantile marine.

'Barbarity!' Cry Germans At Reprisals

(Continued from Page 1)

which the Government will have seriously to reckon with in settling their future air policy and I am sure the British will not be to blame for any further intensification of the horrors of this war.

"We are dealing with an enemy whose culture has not carried him beyond the rudiments of the Mosaic Law and, therefore, we can only apply the maxim of an eye for an eye and a tooth for a tooth. Consequently, we are now most reluctantly forced to apply to him his own bombing policy, having no longer any choice in the matter, under the circumstances.

"I wish to emphasise two points, hoping that they will be remembered when it is found that my words are not bluff. In the first place, we did not begin this business of bombing populous centers. The enemy began it, like he began to use poison-gas and many other contraventions of international law and we are reluctantly forced to follow suit, after a long delay, which has severely tried the patience of the British people.

Wishes Both Would Desist

"Secondly, I regard these developments of the art of war as utterly bad and immoral and, while I do not fear them, yet I should infinitely prefer that both sides should desist from these cruel practices. We shall endeavor to avoid the German abominations, sparing as far as is humanly possible the innocent and the defenceless in our air offensive against the military and industrial centers of the enemy, but it is inevitable that, in the extended aerial offensive against the enemy to which we have been forced, they also will suffer to some extent.

"This war has already been cruel and horrible beyond any in the known history of mankind. Its sorrows and anguish are slowly breaking the hearts of humanity and it is almost unbearable to think that another chapter of horrors must be added to the awful story, but we can only plead that it has not been our doing and the blame must rest on the enemy, who apparently recognises no law, human or divine: who knows no pity or restraint, who sang Te Deums over the sinking of the Lusitania and to whom the maiming and slaughter of innocent and helpless women and children appears a legitimate means of warfare.

"In the face of such an abomination, it is not for us meekly to fold our hands. We can only fight to the uttermost for the ideals of a more human civilisation, which we feel convinced will triumph in the end."

Another Call To Hold On

In conclusion, General Smuts said: "Without being an optimist and with a full appreciation of the obscurities and uncertainties of the dangers surrounding us, I believe essentially and in the deepest sense that the war is won and that military *morale* and economic forces which will prove invincible are marshalled today against Germany and autocracy. But many a battle has gone wrong during the last half-hour and many a victory has been forfeited and lost through indecision, wavering and loss of nerve at the end.

"What is required of you is an unalterable determination to hold on and to see this struggle through, in the conviction that this is Armageddon, in which the power of militarism must be slain for evermore and it is not only our duty, but our right and privilege, to fight to the uttermost to secure victory."

Representatives:
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Tel. Central 4739

THEY BEAR THE G-E MARK
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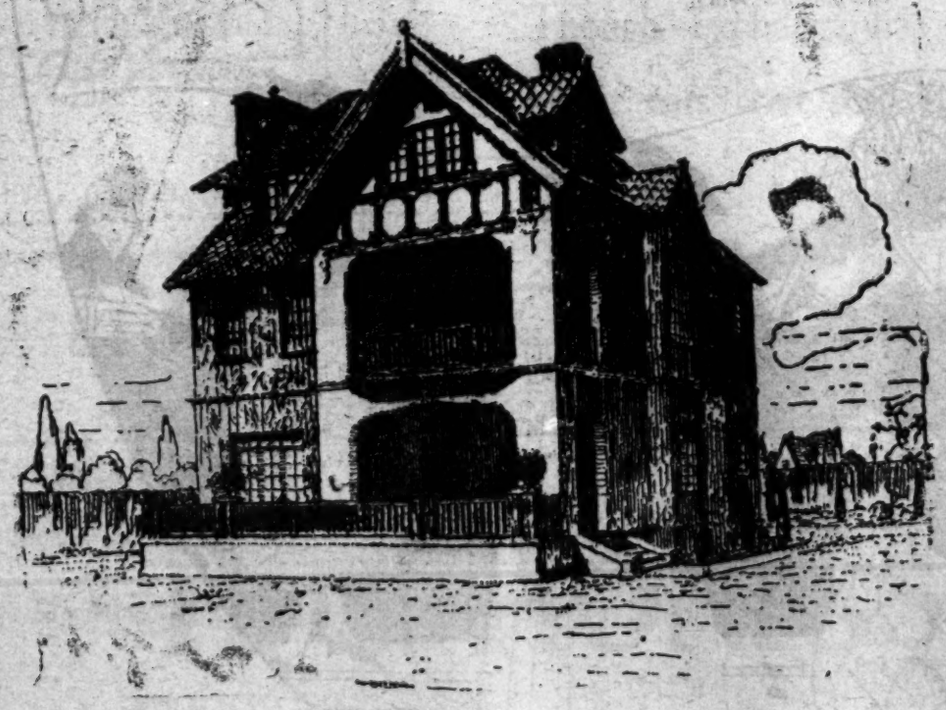

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One Company Turns Out Passenger And Scout Ships, Freighters And Submarines

4,000 MEN ON PAYROLL

Another Concern Paid $1,500,000 For Site—Work Goes On Smoothly And Rapidly

Seattle, Washington, September 1.—The eighth wonder of the world is the shipbuilding industry sprung up overnight in the Pacific Northwest, focussed at Seattle, which now is one of Uncle Sam's most important war preparation centers.

During the past few days I have had an opportunity to see the amazing growth of shipbuilding on Puget Sound—at Seattle, Tacoma and Olympia, and have heard stories quite as wonderful of the sudden emergence of Portland and the Willamette mouth into prominence in the shipbuilding circles.

Before the war there was but one shipbuilding firm of consequence in Seattle—the Seattle Construction and Drydock company, which is in part a development of the old Moran Brothers' plant, where the battleship Nebraska was built more than a decade ago.

Today there are no less than 27 plants in and very close to Seattle. There are a number at Tacoma, including one young giant, the Todd Drydock and Shipbuilding Corporation, allied in ownership with the Seattle Construction and Drydock company.

Some of these are turning out steel ships, others wooden ships; some are turning out both. And the Seattle Construction and Drydock company, the largest in output and in number of men employed, is turning out of its splendidly efficient plant vessels both of war and commerce—passenger ships and scout ships, cargo-carriers and submarines; merchant vessels of moderate speed and scout cruisers which will reel off 35 knots if necessary to help Uncle Sam's navy win a battle. They are 550 feet long.

Thanks to Mr. Joseph E. Sheedy, I have had an unusually good opportunity to see the Seattle Construction and Drydock company's plant.

Employs 4,000 Men

This company employs more than 4,000 men and its payroll is more than $400,000 a month. It is a plant almost entirely complete in itself, with its own shops and forges for supplying the inconceivably large amount of material that goes into the ships it launches with startling frequency. It now has in preparation for launching five vessels, and 26 under contract, including three scout cruisers and one destroyer. The company has three submarines ready for delivery.

The plant is built for efficiency and for safety to the swarms of workmen. The percentage of accidents is gratifyingly low. All of the handling of heavy machinery or other material is done by overhead cables which swing the material up in plain sight of all those engaged in nearby work and carry it on straight lines to its point of destination. This system is a development of the system of carrying logs used in the Northwest logging camps.

It would take a combination of a literary genius, a marine engineer and a naval artist adequately to describe this plant, in itself and in its relation to the country-wide boom in shipbuilding—the boom which is to hurl our fleets of war and of foodships against Germany. What impresses the layman in the Seattle Construction and Drydock Co. is the absence of confusion in the plant, though 4,000 men are working in rather cramped quarters; the general atmosphere of business cheerfulness apparent from the high executive officers down to the humblest workman; and the speed with which big contracts are handled.

As to the atmosphere of good cheer, it is not to be wondered that the workmen are happy, for they are getting exceedingly high wages. Shipbuilding trades in all lines are reaping an enormous harvest from the demand for bottoms. I was told of men turning ou piece work who drew down as high as $20 per day and of one man, an artisan also, who drew down $27.

Pays $1,500,000 For Site

The shipbuilding industry is so large that even the notable growth and achievements of this plant are but an item in the strides of the Northwest. Other great plants such as the Skinner and Eddy Corporation, the Ames Shipbuilding Co., J. F. Duthie and Co., and others have sprung up and are getting into the game effectively. The Skinner and Eddy Corporation wanted room on Seattle's busy waterfront—had to have room for the new plant. So it paid $100,000 an acre for 15 acres and almost before its buildings were up it had a keel laid and was preparing to launch a ship.

As a result of the enormous strides in shipbuilding in the Northwest, this district is said to be the largest now under the federal shipping board. Capt. John F. Blain is the federal board's representative for this district. A few days ago he had no less than 63 vessels under construction, in his immediate jurisdiction and probably has a considerably larger number now. The Seattle Construction and Drydock Co. alone has a couple dozen under way.

Nanking Soon At Yokohama

While going over this fine plant with Mr. Sheedy, I saw the hull of the big steamer Congress, partly destroyed by fire a few months ago on the coast and brought here for rehabilitation. The Congress, as is probably known in Honolulu, has been bought by the China Mail Co., which is now operating the China. The Congress in all likelihood will be operating between San Francisco and Oriental ports soon after Christmas, and will touch at Honolulu and Yokohama. She has been renamed the Nanking.

She is a fine, big vessel and will be an acquisition to our shipping.

Hundreds of wooden ships are either being built or being planned on the Pacific coast. Scores of little plants are being established to construct them.

The sum total of this burst of activity will in the end have considerable bearing on Pacific trade for no matter what inroads the U-boats may have on world-shipping, it is not to be doubted that the building of new vessels will more than keep pace with destruction, and there will be no serious shortage of bottoms after the war is over. The Pacific will reap the benefits of plentiful shipping and new lines will be developed which will touch the islands.

END OF LEAN DAYS DRAWS NEAR IN FRANCE

Meat Is More Plentiful As Result Of Care And War Bread May Go

Paris, August 21.—The decree issued at the beginning of April last instituting two meatless days a week among the people of France would appear to have justified its creation. According to the Minister of Commerce a considerable saving has been effected in the national meat consumption and, as a result, the existing stocks of cattle, now considerably augmented, will probably permit a suspension of the decree in October next, when the present record season of fruit and vegetables will have come to an end and fish may be scarcer.

In Paris the saving in the meat consumption compared with the month of March last is estimated at 14 per cent., while in certain of the provinces it has reached 25 per cent during the period under review. People in the provinces naturally consume less meat than the dwellers in the big towns, and the average economy for the whole of the departments of France is estimated at 17½ per cent.

A radical improvement in the quality of the bread is likewise promised very shortly—even if the quantity has to be somewhat restricted. The French are notorious as a large bread-consuming nation, and it must be admitted the admixtures introduced into the present-day flour now produce a loaf quite foreign to the pre-war bread, which was always light white, and of a tempting aspect. So long as these foreign substances were confined to rice and similar grains little grumbling on the part of the French people resulted. When large quantities of bran were blended with the flour the resulting loaf was brown in color, hard in substance, oftimes sour, and generally unappetising.

21 BILLIONS U.S. EXPENSE FOR 1917

Estimates By Treasury Department Call For $2,000,000,000 Margin For Emergencies

Washington, August 27.—Two billion dollars may be added to the total of bonds to be authorised at the present session of Congress, making a total of approximately $21,000,000,000 available to the Government during the fiscal year ending June 30, 1918.

Democratic Leader Kitchin said tonight that estimates submitted to him by the Treasury Department made it appear that the additional authorisation—probably would be necessary. Secretary McAdoo will be asked to explain the situation when he appears before the Ways and Means Committee tomorrow to discuss the forthcoming administration $11,538,945,460 bond and certificate bill.

Present indications, according to Kitchin, are that $19,000,000,000 will meet the expense of the fiscal year, but it is thought best to have a $2,000,000,000 margin for emergencies.

"It now seems probable," he said, "that the total amount of money needed for the fiscal year will be about $19,000,000,000. This estimate covers about $7,000,000,000 for loans to the allies, $3,000,000,000 of which already has been provided; $1,300,000,000 for current expenses, exclusive of war, leaving about $10,000,000,000 for war expenses: Included in the war estimate is $176,000,000 for the new insurance bill and $1,000,000,000 for the shipment board."

Method Of Raising Amount

The $21,000,000,000 would be raised as follows: Bonds for allied loans, $7,000,000,000; pending revenue bill, $3,000,000,000; war certificates, $4,000,000,000; bonds for domestic purposes already authorised, $2,000,000,000; proposed new bonds, $2,000,000,000; war savings certificates, $2,000,000,000, and regular revenue, $1,300,000,000.

Approximately $11,000,000,000 of the foregoing amounts are included in the bond and certificate bill which the Ways and Means Committee today began to consider. The bill would authorise $7,000,000,000 for allied loans, $3,000,000,000 to be used in refunding 3½ per cent bonds already authorised, $2,000,000,000 in war certificates and $2,000,000,000 in war savings certificates. It also contains a reauthorisation provision for $2,000,000,000 in war certificates, and would provide for taking over other previously authorised bonds in the following amounts: Panama canal, $225,000,000; naval construction, $150,000,000; Mexican border control, Danish West Indies and Alaska railway, $100,000,000; 3 per cent Panama canal bonds issued in 1916, $63,945,460.

Separate Measure Extras

No attempt will be made, Mr. Kitchin believes, to add the newly suggested $2,000,000,000 issue to the bill now before the committee. It will come in as a separate measure if at all.

A brief meeting of the committee today to consider the bill made it obvious that hopes of leaders to pass the measure on Wednesday could not be realised. An insistent demand for the free discussion in committee and on the floor created doubt if the bill could be passed before the end of this week at the earliest.

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SHOOT TRAITORS IN U.S. IS ROOT ADVICE

He Addresses New York Receptions To Mission To Russia

New York, Aug. 16.—"There are men walking the streets of this city tonight who ought to be taken out at sunrise and shot," Elihu Root said at the reception given for the American Mission to Russia by the Union League Club last evening. "They are doing work for Germany under false pretenses and are lying about it. If we are competent for our liberty we will find them out and get them. Every one of us can help by telling to the authorities all we know and hear.

"It is only a matter of time when we will get these spies and traitors. We can't be fooled or played with too long. There are some newspapers printed in this city the editors of which deserve conviction and execution for treason. Sooner or later they may get it."

Sympathy With Russia Shown

The club's large meeting room was filled with members. They gave Mr. Root a warm greeting, showed appreciative sympathy in his story of Russia's firm purpose to remain free, and cheered and shouted their approval of home measures that will unmask German service here and rouse Americans to the vital importance of earnest unanimity for the Allied cause.

He said there was no longer excuse for any American to fail to understand why this country is in the war; and with full understanding American service must become efficient and irresistible.

Charles E. Hughes presided at the reception. He presented Mr. Root in terms of high praise for undertaking such a mission in his advanced years, risking perils from which younger men might shrink, and for the wonderfully helpful results to Russia which the mission had accomplished.

German intrigue in Russia and its defeat there, while it has survived in this country, furnished a theme for part of a speech by Mr. Root in the morning in the City Hall. He warned the pacifists and others who are casting their influence directly or indirectly for the cause of the enemy to beware of an aroused democracy, which will apply to them the usages of war unless they mend their ways.

Colonel Denounces Traitors

Col. Roosevelt emphasised this point by saying that public servants who devote their energies to the detriment of the Nation, nominally in the interests of pacifism and morality, should be made to feel that they are unhung traitors in the view of every honest American.

These sentiments were expressed at the reception of the American mission to Russia by the municipal authorities. Men prominent in city affairs filled the Council Chamber. It was a gathering that grew enthusiastic over the pictures the speakers drew in presenting the political impulse and potency of Russia and the lessons it has already set before American democracy.

The City Hall reception was followed by another in the Chamber of Commerce. Mr. Root's speech there gave promise of a safe and ample field for American relations in the future.

"It was a great cause; it was a great mission," Mr. Root said at the City Hall, when he had been welcomed by the Mayor and by Oscar S. Straus and had received through the Mayor the first issue of the National Arts Club's Medal for Valor. "There never was in history a people finding itself in a more difficult and perilous position than that in which the people of Russia found themselves a few months ago.

"When the Tsar was removed his Government was driven out. There was left a great people of 18,000,000, covering a vast territory, without a Government. They had never been taught to govern themselves. They had no institutions of self-government: and no people, no democracy can govern itself except through institions of government.

Vast People Left Bewildered

"They had been accustomed to receive orders and obey. They had no habits of thought which would enable them, the great body of them, to evolve institutions through which to govern. And so this vast people, which had never been permitted to speak, or write, or think upon self-government, was left confused, bewildered, gathering in little groups in aimless and endless discussion.

"Then came the propaganda of the extreme Socialists and Anarchists, of the Internationals, the analogue in Russia to the I. W. W. of this country; the men whose model is that the worst is the best; the men who seek to destroy the industrial organisation of the world, to destroy the nationalism of the world, with a far-off dream in its place of a universal brotherhood to govern all the world in harmony and peace.

"These men were aided by thousands who had swarmed back to Russia from America—thousands who returned vilifying and abusing the land that gave them refuge, gave them security, gave them liberty to think and speak and act. These men returned to Russia declaring America to be as tyrannous as the Tsar, and calling not for the setting up of competent Government in Russia but for the destruction of all Governments—of America, of England, of France, of Italy, and, incidentally, of Germany.

Meant To Destroy All Order

"They poisoned the minds of the working men and of peasants and of soldiers. Their definite and distinct object was to destroy the whole industrial and national system of Russia. And they had the power in Petrograd, for there at the beginning the garrison adhered to them.

"Into this condition of vast confusion and bewilderment was thrust a great German propaganda. Thousands of German agents swarmed over the line immediately upon the coming of the revolution. They awakened all the pro-Germans in Russia. They spent money like water. Millions upon millions were used.

"And against these influences, with this attempt with untrained minds to build up a new republic—with the enemy at its gates and the insidious influences sapping all their power—a few men in Russia made the bravest, noblest, most gallant fight of our time for the safety of human freedom and the building up of free self-government in their country.

"Little by little that Government, beginning with no power—a Government merely of moral suasion, with no force to execute a decree—little by little forces of Russian thought and character gathering to it acquired the power, gradually secured confidence, secured the support of the garrison of Petrograd, began to restore discipline, to restore a consciousness that freedom was not merely that every man should do what he pleased, but that freedom was order, freedom was the reciprocal limitation of individual liberty.

Found Power At Last

"That Government, gathering slowly the forces of Russia, at last came to the point where it was able to lift up its hand and say, 'The time has come when those who fight against us must take up the sword, for they will perish by the sword.'

"I know of no greater exhibition of competency in constructive government than has been given to the world by the temporary or Provisional Government of Russia during the past three months.

"And so we have come back with faith in Russia, faith in the qualities of character that are the essential tests of competency for self-government, faith in the purpose, the persistency and the power of the Russian people to keep themselves free.

"I have said that it was the function of this commission to take a message to Russian people of faith in democracy. My friend, we return to America to repeat that message. Here, as there, a German propaganda is seeking to sap the strength of this free democracy. Here, as there, German money is percolating throughout the country, buying men here and buying men there, inspiring the press here and the press there, building up a great concealed structure of real treason.

"Here as there, there are men who proclaim their patriotism and sell their country. But here, as there, the time is at hand when the power of a democracy, long suffering, indecisive at first, will be gathered to a point; and then, when the power of the American democracy exerts itself against its real enemy within, let these men beware! (Cries of "Right" and great applause.)

"No form of law, no fiction of theory, will prevent the usages of war being applied to them. (Cries of "Bravo!" and great applause.)

Autocracy's Doom Decreed

"God in the heavens has manifested His eternal purpose, so that the simplest may read, that autocracy's days are doomed, and the triumph, the universal triumph of democracy approaches, and America, great democratic America, courageous and powerful, is still to do its mighty work in that regeneration of mankind!"

In the Chamber of Commerce speech Mr. Root said the mission had been intentionally separated from any concern with business, investment or enterprise for money-making of any kind, in order that the message from America to Russia might be free from any suspicion or color of selfish purpose.

"Studies satisfied all the members of this mission," he went on, "that the Russian people possess to a very high degree qualities that are necessary for successful self-government.

"I feel certain that Russia is going to create and maintain a free self-government which will make her a republic worthy to stand side by side with the great Republic of the United States, and a republic which will spur us to higher effort in order that we may be worthy to stand by her."

Col. Roosevelt's speech at the City Hall reception warmly indorsed Mr. Root's suggestion that pacifists might yet be treated as enemies.

Siccawei Weather Report

5.—Overcast or very cloudy and gloomy weather with short alternances of sunshine in our region; rainy at Ningpo and Hangchow; improving in the Yangtsze Valley. The typhoon of the Philippines progresses towards Central Luzon.

6.—Very fine weather. Barometer rising again N.N.E. breezes.

Saturday, October 6, 1917.

WEATHER	4 a.m.	9 a.m
Bar. at Centg., mm...	762.73	763.65
Bar. at Centg., inches.	30.03	30.07
Variation mm for 24h	−1.79	−1.50
Variation mm for 12h	†0.84	−0.66
Wind—Direction	NW	NW
Wind—Kilom per hour	5	7
Wind—Miles	3.1	4.3
Temperature—Gen ...	15°6	18°0
Temperature—Fah ...	60.1	64.4
Humidity: co	98	84
Nebulosity 5-10	9	10
Rainfall mm	1.1	—
Rainfall inches	0.04	—

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American Enemy Trading Provisions

Details of the newly promulgated American enemy trading regulations, as received by American Consul General Sammons, are as follows:

Export licenses shall be refused in any case where the consignee is one of the persons described in any one of the following paragraphs, regardless of the nationality of such consignee:

(1). The following persons referred to as enemies and allies of enemies:

(a). Any individual, partnership or other body of individuals, of any nationality, resident within the territory (including that occupied by the military and naval forces) of any nation with which the United States is at war, or any ally of such nation, or resident outside the United States and doing business within such territory; and any corporation, incorporated within such territory, or incorporated within any country other than the United States, and doing business within such territory.

(b). The government of any nation with which the United States is at war, or an ally of such nation, or any political or municipal subdivision thereof, or any officer, official agent or agency thereof;

(c). Such other individuals or body of individuals, as may be natives, citizens or subjects of any nation with which the United States is at war, or an ally of such nation wherever resident or wherever doing business as the President, if he shall find the safety of the United States or the successful prosecution of the war shall so require, may by proclamation under law include within the terms "enemy," or "ally of enemy." The words "United States," as used herein, shall be deemed to mean all land and water, continental or insular, in any way within the jurisdiction of the United States, or occupied by the military or naval forces thereof.

(2). Persons who participate and use the articles exported from the United States, in or in connection with any of the following acts:

(a). To trade or attempt to trade with an enemy, or for, or on account of or on behalf of, or for the benefit of any enemy, either directly or indirectly, with knowledge or reasonable cause to believe that the persons with or for or on account of or on behalf of or for the benefit of whom such trade is conducted, or attempted to be conducted, is enemy;

(b). To trade or attempt to trade with an ally of the enemy or for or on account of or on behalf of or for benefit of an ally of the enemy, directly or indirectly, with knowledge or reasonable cause to believe that the person with or for or on account of or on behalf of or for the benefit of whom such trade is conducted or attempted to be conducted, is an ally of enemy:

(c). To transport or attempt to transport an enemy with the knowledge or reasonable cause to believe that the person transported or attempted to be transported is an enemy:

(d). To transport or attempt to transport an ally of the enemy, with knowledge or reasonable cause to believe that the person transported or attempted to be transported is an ally of enemy:

(e). To transmit, or take or attempt to transmit, or take out of the United States, in any manner, any letter, document, writing, message, picture, diagram, map or other device or form of communication, addressed to or intended to be delivered or communicated to an enemy, with knowledge or reasonable cause to believe that the intended recipient is an enemy;

(f). To transmit, take or attempt to transmit, or take out of the United States, in any manner, any letter, document, writing, message, picture, diagram, map or other device or form of communication, addressed to or intended to be delivered or communicated to an ally of the enemy, with knowledge or reasonable cause to believe that the intended recipient is an ally of enemy.

(3). An agent of the enemy, or of an ally of the enemy (as mentioned in paragraph 1 hereof), will, for the purpose of this embargo, be regarded as including, until the contrary is shown, any person who assists in plotting or intrigue against the United States, or of the allies, or in carrying on hostile propaganda for the enemy, or an ally of the enemy.

(4). Persons who assist in making a portion, or any part of the sea coast a base of military or naval operations of the enemy, or an ally of the enemy, e.g., one who sells supplies or furnishes information to German raiders or submarines.

(5). Persons who assist in performing unneutral service at sea, such as the transportation of agents or naval or military persons, the transmission of military information by courier message, radio or otherwise, the participation in military operations.

(6). The foregoing classes of persons will include persons who assist in financing any of the transactions mentioned above.

(7). Persons who have assisted in breaking any bunkering or other agreement made with the United States, under or by virtue of the embargo law.

(8). "Persons" is understood to mean individuals, firms, companies or corporations, regardless of nationality.

(9). The words "to trade" as used herein shall be deemed to include:

(a). Pay, satisfy, compromise or give security for the payment or satisfaction of any debt or obligation:

(b). Draw, accept, pay, present for acceptance or indorse, any negotiable instrument or those in action;

(c). Enter into, carry on, complete or perform any contract, agreement or obligation:

(d). Buy or sell, trade in, deal with exchange, transmit, transfer, assign or otherwise dispose of or receive any form of property:

(e). To have any form of business or commercial communication or intercourse with.

AMERICAN SONG SERVICE MAY JOIN UNION CHURCH

Plans For Co-operation And Possible Amalgamation To Be Discussed Today

Those who attend the American Song Service in the Union Church this afternoon will have laid before them a plan for co-operation and possible amalgamation with the Union Church. The matter has been under discussion by a joint committee for some weeks and the Union Church committee has submitted definite proposals, which will be acted on today.

These proposals follow:

1. That the Union Church grant to a special Committee, consisting of representatives of the Union Church Committee and of the Song Service Committee, authority to arrange for a new form of evening service at 6 p.m. each Sabbath. This Committee to be at liberty to fix the form of service, select preachers and hymns, and in other ways to determine the nature of the service as a whole.

2. That to meet the wishes of a large number of persons certain modifications of the morning service be adopted, such as, e.g., an address to young people and the selection of hymns which are common to both American and British congregations.

3. That, in order to afford special facilities for the social life of those attending the services the Union Church will be glad to place the Hall at the disposal of the Committee referred to in Clause 1, for such social gatherings as they may desire to conduct as a definite part of the Church's activities. Such gatherings must not conflict with the regular engagements already arranged for, and are to be regarded as among activities of the Church.

4. That this plan be tentatively adopted, subject to the approval of all concerned.

Church Services

Holy Trinity Cathedral.—Oct. 7—Eighteenth Sunday after Trinity. (Dedication Festival) 8 a.m. Holy Communion. 11 a.m. Mattins. Harwood in A flat. Anthem "The Lord hath been mindful" S. S. Wesley. Hymns 242, 239, 236. Preacher—The Dean. Noon. Holy Communion. 3 p.m. Children's Service. 6 p.m. Evensong. Anthem "O Gladsome Light" Sullivan. 1st Lecture on the Prophet Amos—The Dean.

St. Andrew's Church, Broadway—Oct. 7—Eighteenth Sunday after Trinity. 10.30 a.m. Mattins and Holy Communion. Preacher, The Rev. A. P. S. Stearn, M.A.

1st Sunday in each month at 4 p.m. for English Speaking Chinese. Preacher tomorrow—the Rev. J. W. Nichols.

St. Joseph's Church.—Sunday, Oct. 7—Services Masses at 6, 7, 8 and 10 a.m. At 10 a.m. High mass. Sermon in English. At 4 p.m. Benediction of the Blessed Sacrament. Masses on weekdays 6, 7.30 a.m.

Union Church.— Sunday, Oct. 7—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject In praise of praise; Chant 41; Anthem "Let thy merciful ear (Westbrook); Hymns 3, 543, 24, 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject "He should taste death for every man"; Chant 28; Anthem "O Dayspring" (Stainer); Hymns 443, 659, 274. 7 p.m. Holy Communion.

American Song Service—The meeting of the American Song Service will be held in the Assembly Room, fifth floor of the Palace Hotel at five o'clock Sunday afternoon, October 7. Rev. C. L. Bromley of the Shanghai Baptist College will deliver an address. Special music will be provided. All Americans and their friends are most cordially invited to be present.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Mr. Arthur Pugh, B.A. Evening 6 p.m. by Rev. D. MacGillivray, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Unreality." Sunday school, 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

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ROME SHORT ON MILK

Few Taxes There, But Plenty In London, And In Good Condition

By Joseph W. Gregg

London, August 10.—With the war entering upon its fourth year, I have had an opportunity of making a first hand comparison of three of the Allied capitals—London, Paris and Rome. Economy is the slogan in all of them, although abstemiousness takes different forms—sometimes, perhaps, with the exception of those prime essentials, wheat and sugar. Nevertheless there still are bits of pastry in Paris attractive to any palate and the culinary artists of London and Rome have ingenuity enough to manufacture very edible creations of this sort. They prove it is possible to make a good many bricks with a very limited amount of straw.

London has no meatless days but Paris and Rome have two each week. Italy is becoming a meat-eating country. This is due to the necessity of procuring large quantities for the troops.

Italians Become Beefeaters

She is consuming more beef today than at any time in her history, authorities declare. Men in the army who in peace times were satisfied with a bowl of macaroni for dinner, now require meat. Those people who make it their business to worry about after-war problems argue that it will be difficult to reduce meat eating when hostilities have been concluded. And spaghetti and macaroni have felt the pressure of the submarine campaign and the demand for economy. The average number of yards of it eaten by any one Italian has not been much reduced, but it is darker than it used to be owing to reduction of the use of white flour and it is a bit tougher.

In the three capitals there are three varieties of war bread. London still boasts the whitest, but Paris has the tastiest, while Roman war bread has a veritable rind on it.

"Soak it in your coffee," says the Roman, "and it will be soft."

What makes the Italian bread more unpalatable is the dearth of butter. If you are a householder you have butter. If you eat in restaurants or in hotels you do not get it. In most hotels and restaurants you are served with honey to help you negotiate the bread. There are the same stories afloat in all the capitals about the number of ailments which have come with the use of war bread. Beauty specialists all argu against it.

Sugar Is Measured

As for sugar, it was doled out more abstemiously in Italy than in either Paris or London. In the latter capital the waitress in a restaurant brings it around and ladles it out to you, or she gives you one or two lumps of it much under size. Paris is not so harsh, but in Rome it is served in public eating places in small envelopes. Its Roman detractors assert that marble dust finds its way into some sugar bins. Such sugar rationing has its inconsistencies. When I asked for a lemonade—the waiter called it a lemon "squatch" in imitation of the English lemon "squash"—I got just as bulky an envelope as when I ordered a cup of coffee. There was too much for the coffee but not enough for the "squatch."

There are other little food differences. London and Paris, comparatively speaking have plenty of milk and cream. Rome has very little. In a Paris restaurant during the last days of June I saw a magnificent big basket of strawberries being passed from table to table, accompanied by a large stone jug of thick, delicious cream. There was more cream in that one jug than I saw in nearly a month's stay in the Italian capital. Milk and cream are still used in the manufacture of ice cream in both London and Paris, perhaps more in Paris, Rome, which has a really American taste for this production, must worry along with ice cream made of water, gelatine and egg.

Sherbet Becomes Popular

Sherbets are fast replacing the ice cream in popularity. One of the biggest cafes in Rome recently was heavily fined for using milk for ice cream. After a hot day, Rome moves into the open as the sun moves down and the usual evening breeze springs up. There is music in many of their all fresco restaurants and cafes, and the city presents a more animated outdoor appearance in the evening than either Paris or London.

This form of entertainment is blotted out in the French capital at 9.30 although some of the music halls are open until 11 or a little later. An hour before midnight Rome cuts off its supply of soft and other varieties of drinks, though people linger on until 11.30. In London it is unlawful to sell alcoholic beverages after 9.30 p.m., but a patron may have half an hour's grace to dispose of the liquor he has ordered before the fateful hour. He can indulge in soft drinks until the proprietor's arm gets tired carrying them or he decides to call it a day's work and shuts up shop.

When I left London on June 21 potatoes were fetching 25 cents and more a pound. When I returned five weeks later they were selling for 2 cents a pound and less, and going lower as the allotments throughout the country began to yield their "spuds" in defiance of the Kaiser.

Fuel Scarce in Paris

But there were other quick changes in those same five weeks, and even in less time, in the three Allied capitals. Full economy in Paris had made it necessary to inaugurate two hot water bathing days a week, whereas only a month before it was possible to have at the same hotels plenty of hot water every day. Paris and Rome need coal more than London does, and Rome thinks it needs it more than either of the other capitals.

Every one who can afford it or who can obtain wood is piling up quantities of it against the chill blasts of next winter. Perspiring drivers and sweating mules or donkeys were traversing the streets of Rome with cartloads of wood of all descriptions, even the long abandoned roots and stumps, which no one ever thought before now could be put to use. Some of the old olive groves have not been spared. In Paris I saw two people scrambling in the street for a lump of coal that had dropped from a wagon, and I saw a similar sight in Rome.

The three great capital are sprinkled with soldiers—in Paris, soldiers representing all the Allies. American motorcycle despatch riders speed along the Champs d'Elysee before admiring French eyes. The British sailor goes sightseeing for a few hours in Rome, or often a group of British nurses, bronzed from the heat of the East, "do" Rome in a few hours before their train leaves for the North.

Rome Lacks Motor Cars

The Yankee nasal tones and the Southerner's drawl punctuate the flow of French at a French cafe. No tourist army in peace times was a more proficient teacher of the English tongue than the armies of war.

Rome has few private motor cars and no taxicabs. It has its slab-sided, small horses of pre-war days, horses that "need oats on the inside," as one American resident of Rome expressed it to me. They are hitched to victorias, some of them on the verge of imminent disintegration. But they are, nevertheless equipped with taximeters, which roll up a comfortable amount in a short time, and to which there seems to be always attached an unexpected war tax bonus. Paris boasts of more motor cars than Rome but far fewer than London. It still has an abbreviated supply of ramshackle taxicabs that run at an alarming pace, as they always have. London still has a considerable supply of taxicabs, and they are in good condition. Rome seems to have all the fleas.

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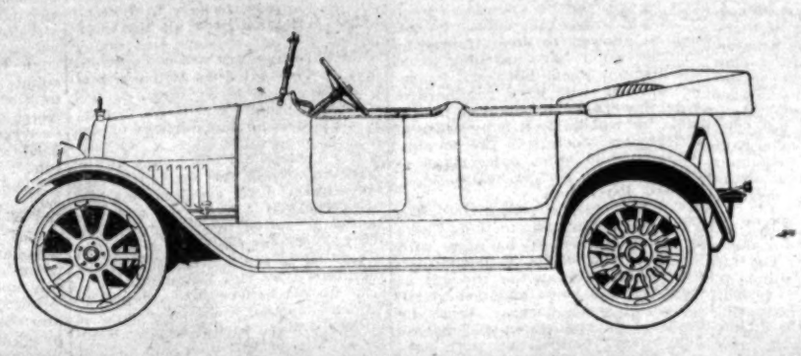

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American Plan To Reclaim Men Not Physically Fit

How Dr. John H. Quayle, Advanced Diagnostician, Would Make Possible An Army Of Nine Million Men, By Correcting Individual Ills

By Charles W. Wood

New York, August 26.—Hasn't a free-born American citizen the right to be sick? Can't he have flat feet if he wants to, or eyes that see not and ears that do not hear, or heart valves that go on strike whenever they are needed most? It seems not. This historic right will at least be taken away from all American men between the ages of twenty-one and thiry-one, if Senator Pomerene's bill providing for reclamation camps becomes a law.

I have just been talking with the author of this bill—not the Senator, but the doctor who urged the plan upon the Government—and he declares that no man between the ages of twenty-one and thirty-one has a right to be sick, and that very few of them would be if Uncle Sam would only use the same common sense in the conservation of manpower that he has already used in conserving the food supply.

As it is now, only about one man out of five is physically fit for military service. In order to get an army of 500,000 Uncle Sam finds it necessary to examine 2,500,000. What is he going to do with the 2,000,000 unfit? Uncle Sam wasn't going to do anything with the 2,000,000—he was just going to pass them by as worthless—when he heard from Dr. John H. Quayle of Cleveland, O.

Ninety Per Cent Can Be Saved

"Make them fit," said Dr. Quayle. "There is no reason under the sun why 90 per cent of these men should not be saved for their country's service. If a man is too fat, train him down. If he's too thin, build him up. If he has weak eyes, strengthen them; not by giving him glasses, but by reclaiming his nerves—optic nerve and muscles of accommodation. If his heart valves murmur, some myocardial muscle will offset the defect. This is the best time in a man's life, the time when nature does everything she can for him. In nine cases out of ten there will be nothing very wrong with men of this age except their bad habits; give them some good ones instead and they ought to get into shape in from one to six months. And surely, if the Government has a right to send a man to war, it has a right to insist on saving his life."

Dr. Quayle is a famous diagnostician, a "doctor's doctor," who has taken post-graduate work in New York, London, Vienna, Berlin and Leipzig and has the full confidence of the profession everywhere. He was in Berlin shortly before the war. He was intensely interested in the maneuvers of the German fighting machine and reached the conclusion then that such a machine could not have been built up if it had not been intended for active use.

"We haven't begun to appreciate in America," he said, "what German militarism means. I saw the Kaiser review his troops, and remain rigidly on his horse in one position from 6 in the morning until 2 in the afternoon. I had a special pass to the Government flying grounds at Johannesthal, where a dozen Zeppelins and fifty or sixty monoplanes could be seen in the air at once. That was four years ago—when two or three machines simultaneously flying in America was a great national event; in America, where the aeroplane was first perfected. During the meet word came that some Frenchman had looped the loop. That meant that the German must learn to loop the loop. They did. Fifty bird-men were killed in learning, but the Berlin papers never carried a story of an accident at Johannesthal.

No Half Way Measures

"The United States cannot cope with such a machine with any half-way measures. We must not be contented with 20 per cent patriotism. We cannot afford to lose four men out of five before we have struck a single blow. Germany must be beaten. She must be beaten by the United States. And to do that we must organise every ounce of the nation's energy.

"I know there are a lot of well meaning people who hope for a revolution in Germany. These people do not know Germany. There is no more chance for a revolution against the Government in Germany than there is for a revolution against life. Why, the first word a Germany baby learns to speak is 'Kaiser.' The second is 'Fatherland.' After that—pretty well down on the list—he learns to say 'Gott.'

Plan For Reclamation

"From the cradle to the grave the German lives for his Government; and the United States cannot hope to defeat her with anything less than the best army in the world. We cannot send an army of the unfit against her. It will do no good to lower our standards in order to get sufficient numbers. There is only one of two courses to take. We must either send all of our best men out to fight, leaving the incompetent, the weak and the slackers to fill their places at home, or we must make good men out of these. The latter seems to me to be so obviously the course to take that argument against the plan is almost treasonable."

Dr. Quayle's plan is a very simple one. It is that the Government shall accept for service practically all men examined except those who are hopelessly cripples or diseased. The fit men will then go immediately into the army and the unfit into reclamation camps. These reclamation camps for the most part are to be located near the largest cities and are to be conducted by the most eminent physicians. The men in the camps will be under strictest military discipline, but th discipline in each case will be suited to the individual's physical needs. He may be asked—or commanded, rather—to walk one mile a day at first or to drill one hour, five minutes at a time. He will not be put on army rations; he will be compelled to eat the things his stomach needs. If he is an alcoholic he will be treated in the latest scientific fashion; the alcohol and the appetite will both be taken away. If he has rheumatism he will not be allowed to keep it; and if he has tuberculosis he will not be allowed to die. It may be that he won't have anything to do the first few weeks but rest. It may be that he will have the hardest kind of work. But whatever the regime, he will know it is by order of the greatest doctors in the country, who have no other object than to restore him to perfect health.

Massed Psychology

Cowards, too, will be treated. Dr. Quayle is insistent as to that. There is something wrong, he says, with the man who slacks, with the man who is terrified at the thought of defending his home and fatherland. Usually it's his nerves. What he needs is an application of "massed psychology," association with normal fellows in a normal way until he develops a social instinct and a social point of view.

"The first thing necessary," Dr. Quayle explained, "is to know exactly what the trouble is. That is why I recommend that the camps be located near the largest cities, so that the best brains of the medical profession can be called in to diagnose each case. I know there are thousands of the albest physicians in the country who would gaildly volunteer such service. It would bring to most of them the opportunity they have longed for—the opportunity to prescribe cures, not according to a patient's individual resources, but according to the unlimited resources of the United States Government. They would know also that their directions were being followed. They would know that any necessary change of environment would be perfectly practical. They could send consumptives, perhaps, to a special camp in Arizona; and they would know, if they prescribed it, that the patients would go."

Many Eager To Enlist

The doctor did not believe that any great percentage of Americans would object to such treatment, or that they would fight for the right to stay sick. He has had hundreds of letters, on the other hand, from eager patriots who have tried to enlist in the army and navy and have been rejected for physical defects. To them the reclamation camp seemed to spell opportunity, not only for patriotic but for selfish reasons. Few people like to discover that they are unfit, that they are not as good as the next man, that the real responsibilities of life will have to be shouldered by some one else. Rejection usually means dejection.

No Interest In Rejected Man

"Heretofore," said Dr. Quayle, "Uncle Sam has taken no interest in the rejected man, and it is only natural that many of them lose their interest in Uncle Sam. With the nation offering to each man the opportunity to develop himself to the fullest physical perfection, the moral gain would be inestimable."

As the doctor marshalled his arguments for the plan, I forgot for the moment that he was speaking only of the war. I began to see Uncle Sam in a new light, a somewhat paternalistic old gentleman, to be sure, but with a lot of hard sense underneath the paternalism. A nation's wealth, I almost heard him remarking, is human; and the best thing any country can do is to keep its workers in perfect health. And why wouldn't it be a good idea, I wondered, to build up all the worn-out, subnormal bodies of men and women, too, on a national scale, if it could be done so easily. Why not arrest a man for having tuberculosis or rheumatism, and sentence him to perfect health? No sensible man would let his hogs or horses get sick, if he knew any way to prevent it. Why should a sensible community let 80 per cent of its citizens remain physically below par?

Good When Peace Returns

"Why, it's good thing for peace as well as war," I exclaimed.

"That's just what Senator Pomerene said," the doctor replied, "and when a man sees that, I know that he understands the plan. But this isn't an uplift scheme. I am not pressing it on any such high moral grounds. I am pressing it because I know Germany. I know what kind of a nation it is we have to fight. I know that we'll need all the manpower we can muster, and sooner or later the country will be conscious of it. Eventually we will come to this plan, because we must. I feel sure that Congress will do it now, just as soon as the purpose of the plan is understood."

Dr. Quayle did not want to be quoted as saying that four out of five men in the draft examinations had been rejected. What he said was that four out of five were probably unfit at present for military service, according to the standards formerly maintained by the Regular Army.

"I do not believe those standards will be lowered," he said, "and it seems evident to me that a large percentage of the men accepted in the preliminary examinations will be rejected in the subsequent examination by army doctors. Whatever the purpose of the War Department was, it can not hope to add to the army's strength by taking unfit men. Every unfit man in a regiment weakens instead of strengthens the regiment. Even sending them to the cantonments, if they are expected to keep pace with the throughly fit, might kill them or break them down past hope of reclamation. On the other hand, with expert medical diagnosis and a regime of reclamation, I am sure that 75 per cent and I believe that 90 per cent could be made fit for service within six months.

Results In Refitting Men

"In my personal practice—and many physicians have had the same experience—I have fitted numbers of rejected men for service in the army and navy. One man in particular was one of the finest physical specimens I ever saw and he had already had military experience. He was rejected, however, because of a slight hernia and reclaimed by a very simple operation. For present needs of the Government, this man was worth ten ordinary recruits, yet the Government had no provision which would make it possible to utilise him.

"The commonest cause of rejection in the Regular Army has been for veneral diseases. Under the standards imposed upon the present civilian examiners, most of these cases are accepted temporarily, but this does not mean that they are better fitted than formerly for military service. What the War Department intends to do with them I do not know, but I know what could be done. Under the regime of a reclamation camp, practically every case could be permanently cured.

Causes Of Rejection

"About 8 per cent of the rejected men have been rejected for heart disease. Nine out of ten of these cases are due to alcohol and tobacco. The valvular leak cannot be mended, to be sure, but with proper setting-up exercises, heart muscles can be developed which will practically compensate for the leaks in question and make the man perfectly fit for military duty. To give these people regulation military drill at first, however, would frequently result in immediate death.

"Most cases of imperfect sight are due to nervous disorder. Building up the nervous system will, in a very large percentage of cases, restore the patient to normal vision. In the confined life of the office or factory, many a man cannot see without his glasses, only to find that he can dispense with them after a few weeks in the open air. Most cases of defective sight and hearing should yield to treatment in the reclamation camps.

Millions Can Be Reclaimed

"Practically all cases of flat feet can be corrected by exercise, and only the worst cases need plaster casts. All cases of alcoholism can be cured, if the patient is under strict discipline. All the cases of hernia; all the cases of defective feet; all the cases of varicose veins; all the cases of varicocele; all the cases of hemorrhoids, could be operated on and cured in one month, and be ready to commence their military training. In fact, almost all of the diseases which afflict men between the ages of twenty-one and thirty-one are unnecessary and could be cured within a few months; and instead of between 1,000,000 and 2,000,000 available men from the 11,000,000 who registered, Uncle Sam should be able to draw from 7,000,000 to 9,000,000 competent soldiers."

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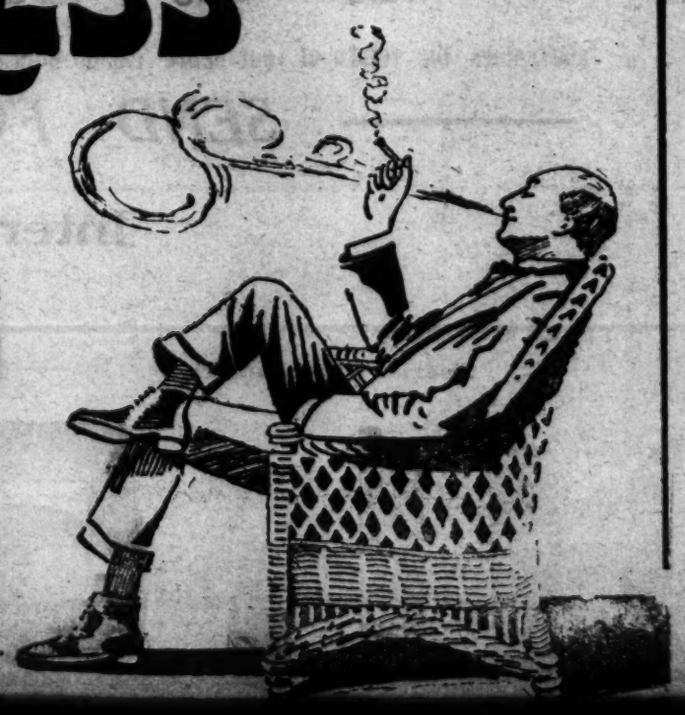

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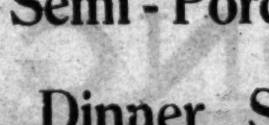

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British Opinion On The Way To Win The War

By Judson C. Welliver
(London representative of The New York Sun)

When the war is finished and it is possible to look back for a satisfactory and intelligent survey of its entire course, the year 1917 is likely to be recognised as a period of preparation for a new phase. In one way it will be set down as a turning point, not a turning point in the military sense, but in regard to the methods of fighting, the instruments employed and the organisation of national forces to make the continuation of the struggle under the new conditions possible.

At the height of this year's midsummer the observation is often heard among well informed English publicists that in the realm of substantial decisive accomplishment 1917 seems likely to go into history as pretty barren. This means that men very generally expect no Trafalgar on the water, no Sedan on the land. They regard the campaign on the western front as so nearly deadlocked that whatever advantage either side gains this year will be unimportant, as affecting the general result. That the general superiority of the Allies in that area has been established is now accepted. But the Allies are not superior to as great an extent now as the Germans were in the first year of the war. The Allies now bear the burden of the offensive, as the Germans did then. The Allies with present numbers and equipment are not likely to compel a military decision in their favor this year, just as the Germans could not in 1914 and 1915.

Both by land and sea there is expectation that the war will take on a new character by next year, possibly before the end of this year. On the side of naval warfare it is not very difficult to calculate some of the elements that will change the position. Germany has been diligently and remorselessly sinking neutral shipping wherever it could be found, on the theory that every time a ship is sunk it takes that unit of transport capacity out of the world's supply, and thus removes the potentiality of service to Germany's enemies. The Scandinavian neutrals and Holland have had to stand it. Particularly in Norway resentment against Germany has this summer become intense, and recently, according to British Foreign Office information, there has been significant evidence that Germany is worried about the attitude of Norway. It was pointed out that recent German consideration for Norwegian susceptibilities is considered to mean that Germany fears the possibility of Norway, in desperation, plunging into the war. Neither in resources nor in human elements could Norway be important, but she could do one important service to the Allies by turning over to them a naval base on the southern Norway coast. The possession of such a base would enable the British Grand Fleet to carry on its task of blockade with less difficulty and with a smaller concentration of power than is now required.

There are two favorite speculations as to how naval warfare might end the struggle. One theory is that the German fleet might come out and risk a great engagement, the other is that the allied fleet might muster their supreme showing of strength and undertake to go in and "dig them out like rats," as Winston Churchill once unfortunately suggested.

It is quite impressive that nearly all Englishmen in a position to know anything about the Government's advices believe that ultimately the German fleet will come out. They believed it before America came into the war and added the American fleet to the naval strength of the Allies; and they still believe it. Their argument is that when the German cause is so discouraged that the last desperate measure must be adopted, it will be a naval effort. The High Seas Fleet will come out and risk everything in a great engagement.

When this view was vigorously expounded by a high British official recently one of his listeners observed:

"It seems to me that the last thing the Germans would do at such a stage of affairs would be to send the fleet out. It would go to almost certain destruction. With it destroyed the blockade of Germany would not be much more effective than it is now. But without the fleet Germany would be shorn of one of its greatest assets in the peace conference. In my opinion the German fleet will never go out. I believe that much was settled when America entered the war."

To which the official replied that in his belief, on the other hand, the fleet would come out, first because with all the advantage of choosing its own time and determining the strategy of the enterprise it would at least have a chance, possibly greatly overrated by the Germans, to accomplish real results. Second, it would come out because the Germans would rather have that fleet at the bottom of the sea than in the Bight of Heligoland when peace comes. This curious view is based on the opinion that the Germans expect to be deprived of their fleet and to have its units distributed among its enemies if the fleet is in existence when the peace conference sits. For the fleet to come out and make even a losing fight would still mean the destruction of a considerable part of the naval strength of the Allies, so that the disparity between them in naval strength thereafter would not be so great as if the German warships were coolly taken away from Germany and distributed among France, England, Italy and the United States, leaving all of them with augmented naval force and Germany with none.

Between these two views it is unnecessary to express an opinion; they are the two views between which discussion is constantly going on.

If the German fleet should come out and be defeated, then the allied naval forces would be able at their leisure to tackle the problem of Heligoland and the German North Sea coast. Mine fields would have to be cleared up, fortifications reduced, the blockade tightened, economic pressure made severer than ever, and finally it is quite conceivable that a great naval expedition might be launched against the German sea bases in northern waters. This would provide the real solution of the submarine problem. It would deprive Germany of submarine bases, just as the conquest of the Belgian coast would destroy those bases further south. Seemingly the one way to subjugate the U-boats is to make it impossible for them to enter and leave their bases at will. Unquestionably vast enterprises are in preparation looking to the accomplishment of this. There has even been a serious proposal to build a great submarine net to be hung on floats across the entrance to the German base ports, preventing the passage in and out of the submarines. Whether it is an engineering possibility to execute so gigantic a work may be doubted, but men have given profound consideration to it who are not by any means dreamers.

The workshops of England and America are working as they never have worked before to establish a conquering superiority. America's contribution will be a very large one, and it will be also a varied one. On the land it will consist in soldiers and in the great American fleet of aeroplanes. The military critics are all agreed that if such overwhelming superiority in the air can be established as to make observation impossible to the Germans, then it may be possible to break through the German trench line, cut the communications, roll up the German armies and perpetuate the super-Sedan that has been talked about from the beginning of the war. To the accomplishment of this complete, control of the air is regarded as the first essential. Along with that, however, there must be such superiority in artillery as will make it possible to concentrate on the German lines for many miles the intensest bombardment, so that the enemy may not be able to judge by the intensity of the cannonade at what point the infantry is to be hurled forward in the effort to break through. Finally, there must be such a superiority in men, in machine guns, in supplies of bombs, in everything necessary to the success of such an assault as will insure that the Germans cannot stand against it.

For all these possibilities of the future the preparations are now going forward. Undoubtedly new devices for both land and sea fighting are being prepared, of which the secrets are yet carefully protected. Undoubtedly, also, the Germans are making desperate efforts to devise their own surprises and establish their own superiority in particular directions. On both sides the war is looked upon very differently this year. Certainly nobody in authority in England will admit the belief that peace is possible until military and naval domination is much more nearly established than it is now. That it will be established by the Allies and not by the Germans is just as positively insisted upon. That it can be established without another year of war few now believe. The campaign season of 1917 is about over. The Allies find themselves with a larger reserve of general war accoutrement than they possessed at the beginning. The Germans, on the other hand, have been compelled on the western front to throw away a stupendous quantity of ammunition which they cannot so easily replace as their enemies can. The war in 1917 has been distinctly a war of attrition, and in that sort of war the Allies have all the advantage, both in men and in economic resources.

Moving Causes Behind The Pope's Peace Plea

By F. Ouniffe-Owen

Benedict XV., who has a couple of nephews whom he loves as much as if they were his sons fighting under the orders of Generalissimo Cadorna and whose brother is serving as Admiral in the Italian navy, has shown in so many ways his marked disapproval of Germany's barbarous methods of warfare and of her policies in bringing about the present war, as well as his profound sympathy for the unhappy people of Belgium and of all that portion of France subjected to appalling devastation by the ruthless hordes of the Kaiser, that no credence whatsoever should be attached to the stories, printed on both sides of the Atlantic, according to which he has been playing the Berlin game in promulgating his proposals for a peace among the rival belligerents. Yet the character of the proposals which he has put forth as the basis for the negotiation of peace is so advantageous in every respect to Germany and so opposed to the best interests of the Powers of the Entente that speculation is rife as to the motives that have prompted him to make such a move at this particular juncture.

There are two main reasons by which he has been guided in the matter. The first one is that as the supreme head of a church which embraces some 200,000,000 of the human race he considers it to be his sacred duty to take advantage of every wave of popular sentiment and of every disposition manifested by any of the belligerent Powers in favor of peace. He knows that a psychological moment will come when the peacemaker's services will be welcomed by all now engaged in the fray. And sooner than miss this opportunity, which he feels sure is destined to occur sooner or later, he prefers to risk making a mistake as to the most propitious time. It is a mistake worthy of a holy man and of a holy cause.

New Kulturkampf Threatened

But there is another reason, of a more political nature, in which the interests of the Roman Catholic Church are more immediately concerned, that has influenced the Pontiff in putting forth these rather amazing proposals. At Berlin Benedict XV. has all along been charged with undue leaning toward the Powers of the Entente, and he has been continually remainded by the Teuton press that the Roman Catholics in Germany and in Austria-Hungary were just as much entitled to his sympathy and to his favor as the Belgians, the French, the Italians, the British and Irish, the Canadian Catholics, &c.

With every new German violation of the laws of civilised warfare and of humanity generally these accusations against Benedict XV. have been emphasised at Berlin with the object of averting his pontifical condemnation of the outrages, while as a last resort it has been plainly intimated to him that unless he showed more friendliness toward the Kaiser and his Government they would not only revive the Kulturkampf but likewise take steps to found a national Catholic Church, wholly independent of Rome, with the Cardinal von Hartmann, Archbishop of Cologne, as supreme head.

Now this is not an empty threat, as the papacy knows to its cost. Something of the kind was attempted in connection with the foundation of the denomination known as Old Catholics, who received a great deal more encouragement and support from Prince Bismarck and from the Prussian Crown and Government than is generally known or believed.

Bismarck was convinced that the papacy would never permit a Lutheran Power, such as Prussia, to usurp the place of the Holy Roman Empire, and when he found that the idea of bringing all German Roman Catholics within the Old Catholic fold was impracticable he conceived the project of a national Catholic Church, wholly independent of the Vatican and with the late Cardinal Prince Gustav Hohenlohe (brother of Prince Clovis Hohenlohe, who was afterward Chancellor) at its head, with headquarters at Cologne. That plan fell through owing to the loyalty of Cardinal Hohenlohe to the Holy See, although he was very far from being persona grata in those days at the Vatican.

And then Prince Bismarck inaugurated the Kulturkampf, which aimed at the complete subordination of the Roman Catholic hierarchy and clergy not only in lay matters, but even in all purely religious affairs, to the Lutheran Government at Berlin. The Kulturkampf lasted for a number of years; indeed until several years after the succession of Leo XIII., when Bismarck, finding it absolutely necessary to secure the support of the Catholic Church and of its adherents in the Reichstag for legislation that had become urgent, gave way and withdrew all the most objectionable features of the Falk laws, which had brought about the Kulturkampf, the reconciliation between Berlin and the Vatican being negotiated by Cardinal Prince Hohenlohe

Pope Benedict's Policy

While the Kulturkampf was in progress the Catholic Church in Germany, and more especially in Prussia, was subjected to cruel persecution. Arch-bishops, bishops, prelates and heads of religious orders were not merely deprived of their benefices and suspended from their ministry, but were even imprisoned. The late Cardinal Ledochowsky, uncle of the present General of the Jesuits and Primate of Posen, was compelled to spend several years in close captivity. Churches and Catholic schools were closed and the persecution of the Roman Catholic faith was so severe as to lead to the organisation of the large Center or Catholic party in the Reichstag, which ended by becoming a power in German politics.

Just in the same way that Bismarck inaugurated his campaign against the Papacy with the slogan of "Los von Rome" (Away with Rome) on the pretext that Pius IX. had favored France rather than Germany in the war between these two nations in 1870, so is Benedict XV. now threatened with similar forms of enmity by the Kaiser and by the Berlin Government on the charge of having favored the cause of the Allies against Germany in the present war. Benedict does not fear the establishment of a national Catholic Church in Germany entirely independent of the Holy See.

During the near two thousand years of its history the papacy has survived a number of more or less important attempts of a kindred nature, in spite of which it is now in a spiritual sense more powerful and influential than ever. But what the Pope does view with alarm is a revival of the Kulturkampf in Germany, and he wishes to spare the Catholic hierarchy, clergy, religious orders and laity subject to the Kaiser's temporal sway from the cruel persecution which they had to endure throughout a number of years at the hands of the Iron Chancellor and of the Berlin Government.

Moreover, Benedict fears that any Kulturkampf in Germany may extend to Austria and Hungary, owing to the servitude to which these twin monarchies have been subjected to the Kaiser, and from which young Emperor Charles is seeking in vain to emancipate his people. During the last year of the reign of old Emperor Francis Joseph, when his then Ministers took all their orders from Berlin, they, at the instance of the Kaiser, made a demand upon the Pontiff for the removal from office of Cardinal Piffl, Archbishop of Vienna, and for the dismissal of several other great Austrian and Hungarian prelates from their sees for having given a public and collective expression of sympathy with the clergy of Belgium for the terrible sufferings to which the latter had been subjected, and of condemnation of the destruction and profanation of sacred edifices in Belgium and France by the German armies.

Benedict not only declined to remove or even reprimand Cardinal Piffl and his fellow prelates, but expressed approval of their attitude, with the result that the relations between the Austro-Hungarian Government and the Vatican became very strained. If, therefore, the Pope has put forward as a basis for discussion and possible negotiations proposals of peace that bear Emperor William's earmark, and which by their tenor are undoubtedly of Berlin origin, it is in a gerat part due to his desire to avoid giving the Kaiser the pretext for enforcing his threat of another Kulturkampf and persecution of the Catholic clergy and laity in Germany and in Austria-Hungary. That pretext would be afforded were the Pope to repulse the Kaiser's burning desire for peace.

Lutheran Clergy Appealed To

But it is not only through the Catholic Church that the Kaiser is endeavoring to bring about an early peace—a peace which, as long as the Hohenzollerns remain on the throne of Prussia and in the possession of the presidency of that federation of sovereign States known as the German Empire, can only be detrimental to the interest of the Powers of the Entente. He is using the Lutheran Church, of which he claims to be a sort of Summus Episcopus, or Supreme Pontiff, for the same purpose.

Nearly all the Lutheran clergy in Sweden, Norway and Denmark, as well as most of the Protestant clergy of the German speaking Cantons of Switzerland, and in the Netherlands, have received a portion, if not most, of their theological training in German universities, and are imbued with German sympathies. The same may be said of nearly the entire body of Lutheran clergy in the United States, among whom the Kaiser was accustomed until last year to distribute handsomely bound Lutheran Bibles bearing his autograph and dedicatory inscription, and also that of the Empress, whose Lutheranism is of the most aggressive order, in keeping with the intensity of her openly avowed abhorrence of the Catholic Church. Some thousands of imperial Bibles have thus been scattered among the Lutheran clergy in the United States, along with other tokens of Hohenzollern regard—an illustration of the manner in which the Kaiser has always been ready to turn religion to political account.

Now, Emperor William would not be seeking the good offices of the Papacy and also those of his own Lutheran Church on both sides of the Atlantic in behalf of peace were he not convinced of the urgent necessity of bringing the war to an immediate close. In these columns recently I showed how the great financial, industrial and commercial interests in Germany, represented in the Government at Berlin by the all powerful Vice-Chancellor of the Empire, Karl Helfferich, and by the new Minister of Foreign Affairs, Richard von Kuhlmann, were bent on bringing about an early peace, no matter at what sacrifice, in order to inaugurate without delay the execution of all those amazing projects that have been organised for the reconstruction of Teuton trade, with a view to the economic supremacy of Germany.

Quick peace is indispensable to the carrying out of these designs for Teuton domination of the commerce of the world. Every day that the war continues imperils their prospects of success. It is imperative that they should be put into operation while a German Empire still exists, while Berlin still remains in control of Germany and of Austria-Hungary and while there is still such a thing as national credit in Germany. Once the nation has become bankrupt all these fine plans and projects of Helfferich Kulmann, Ballin, the Thyssens, the Stumms, &c., fall to the ground.

To the success of the plans not only peace but reconciliation is indispensable. That is to say, Germany must secure a peace, no matter at what cost, by which the ports of the Powers of the Entente, remain open to her commerce and by which, too, those Powers that are now her foes refrain from organising any economic boycott of Germany. At the same time it must be borne in mind that if success does attend these Teuton designs for commercial supremacy it will be fatal to the freedom of the other nations of the world, for Germany has always used commercial superiority for political domination.

Two years ago it was regarded as treason in Germany to express a desire for peace, and men were taken from the street cars and shot for giving utterance in conversation to their yearnings in this connection, while women were thrown into jail. Now every one in Germany, from the Kaiser downward, is taking of peace, a clear indication that the German nation has abandoned all hopes of victory and sees defeat staring it in the fact—a defeat due not only to military but also to economic causes.

The Powers of the Entente, on the other hand, see victory near at hand and assured. Great Britain's Prime Minister made no secret of this in the remarkable speech which he delivered the other day in London, in Queen's Hall, in the presence of representatives of most of the Powers of the Entente, including Baron Sonnino, the Italian Minister of Foreign Affairs. It would be deplorable, therefore, if the Allies were to agree to peace before the Kaiser and his Government have suffered all the penalties that are coming to them for having brought about this terrible war for purposes of conquest, and before the Hohenzollerns and the military junta at Berlin are supplanted by a form of government that offers some sort of guarantee that it will recognise the sacred character of treaty engagements instead of regarding them as mere scraps of paper.

That Germany and Austria should be willing to restore Belgium to King Albert, the now invaded portions of Gallic territory to France, Servia to King Peter and the conquered moiety of Rumania to King Ferdinand, is all very well. Note should be taken thereof. It indicates that the Central Powers have abandoned all idea of conquest, and are in what might be described as a restoring mood.

This is distinct progress, especially when Austria appears ready to abandon a portion of her own Italian speaking territories, to King Victor Emmanuel. But there can be no question whatsoever of restoring to Germany the colonies which she has lost in China, in the Pacific Ocean and above all in Africa. They are lost to her forever; and if a lasting peace is to be assured should never be restored.

As Gen. Smuts, the conqueror of German East Africa, pointed out the other day at the South African dinner in London, the Kaiser's aims in the Dark Continent were a danger to the entire world. What William had in view, in the origin of the present war, was the union of his colonial dependencies in East and West Africa through the acquisition of the colonies there of France, Great Britain, Portugal and Belgium, into one huge German African Empire, like India, where his officers could organise and train a black army that would threaten the very existence of civilisation.

As shown by Gen. Smuts, who is Minister of War of the South African Union, the man power of tropical Africa is stupendous, and, organised by unscrupulous brains, such as are to be found in Berlin, might change the face of the globe. Therefore, Gen. Smuts, who as a Boer commander fought against the English seventeen years ago, but who is now one of the most able, trusted and successful Generals of the British army, is unalterably opposed to any restoration to Germany of her lost colonies in Africa, and is at the same time opposed to the military training of the natives, even by the Powers of the Entente. Like all white men born or long resident in Africa, he regards the black races as an ever potential peril—to many whites in Africa this black problem is a positive nightmare—and the military training of the natives as something akin to the building up of a Frankenstein.

Kaiser Trouble Makers

That the Kaiser's agents are endeavoring to stir up trouble in the United States with a view of embarrassing the President and of hampering the activities of his Administration, is no secret. The Kaiser has his agents everywhere, quick to take advantage of monetary greed, of personal prejudices and spite and of petty vanities and conceits, to turn men against the Government and against its principal officials. If we were left in any doubt about the matter, it would be set at rest by the praise lavished by the German language press in America upon every one who places any obstacles in the way of the President, of the Administration and of State and municipal authorities in the patriotic task of organising the military, the naval and the economic defences of the nation.

In Great Britain, although the most wonderful organisation exists there for the control of the machinations of the Kaiser's agents, yet the latter have succeeded, within the last fortnight, in stirring up fresh labor troubles among the coal miners in Wales, some 20,000 of whom have already gone on strike, with a consequent diminution of the output of that coal upon which not only England but France and Italy are so entirely dependent for the continuance of the war and of their operations against the enemy.

But it is in Spain that the situation is becoming more and more grave. A nationwide strike is in progress there, admittedly engineered and financed by German agents.

All industry and trade is paralysed and such meagre railroad transportation as is still maintained is carried on by non-commissioned officers and privates of the engineer regiments, under the direction of the military authorities. Martial law has been proclaimed from one end of the kingdom to the other and all constitutional guarantees suspended. Armed disturbances are taking place everywhere, and last week cannon was used to shatter a house in Barcelona in which assailants of the troops engaged in preserving order had taken refuge.

Meanwhile the Dato Government has shown itself so subservient to Germany, especially in permitting submarines to obtain supplies from

(Continued on Page 11)

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News In Brief

There are about 1,400 places of worship in London.

The sun yields 800,000 times the light of the moon.

The West India humming-bird weighs only 20 grains.

Envelopes were first used in their present from in 1839.

The average weight of the human heart is 9½ ounces.

In Cochin China there is to be found a race of black Jews.

Iron horseshoes have been found dating back to the year 481.

The Empire of Japan comprises today about 4,000 rocky islands.

The Emperor of Japan can trace his descent as far back as 600 B. C.

Camels can hold from two to three gallons of water in their humps.

English workmen spend more than 60 per cent of their incomes on food.

In England there are on an average 5.38 persons to every inhabited house.

Opals are the only gems that cannot be counterfeited with any degree of success.

A shoal of herrings is sometimes five or six miles long and two or three miles broad.

The number of dogs licensed in the United Kingdom is approximately, 2,500,000.

A girls' school in Tokio sends its students for a walk once a week for their health.

It has been estimated that the world's supply of coal will be exhausted within five hundred years.

A well-known doctor states that baked banana is the ideal food for nervous and anaemic brain-workers.

Scientists inform us that the Schaumasse comet is only about 30,000,000 miles from the earth now.

The first mention of gloves occurs in Ruth, which means that they have been worn for at least 3,000 years.

Eight thousand eight hundred and five artificial limbs have been supplied to soldiers by the Pensions Ministry.

It is estimated that the beer available until November will allow only one pint a day to each habitual beer drinker.

The sale of new bread is now rigidly prohibited in Switzerland, and night work in bakeries has been forbidden.

A private of his Majesty's Royal Bodyguard ranks in title with a captain of the navy or a full colonel in the army.

Walking-sticks are a survival of the old cudgels, which used to be carried only for purposes of offence or defence.

No member of the British Royal Family in the direct line except the sovereign can legally marry without the consent of the Crown.

Moving Causes Behind The Pope's Peace Plea

(Continued from Page 10)

bases on the Spanish coast and repairs in Spanish ports, that Prime Minister Ribot, speaking in the Chamber of Deputies in Paris the other day, threatened that if the Spanish Government did not fulfil the promises which it had made on the subject of the submarine question France would know how to make those promises respected with the means at her disposal. The aims of the Kaiser in Spain are to prevent the export of any kind of supplies whatsoever into France, which until the Dato administration came into office had drawn most of the copper needed for its ammunition from Spain. The Kaiser also believes that as long as Spain remains in a condition of internal dissensions and anarchy King Alfonso will be unable to carry out his designs of joining the cause of the Allies.

Swiss Situation Serious

In Switzerland, too, the situation remains serious, although from an Entente point of view there has been a distinct improvement in the substitution of Gustav Ador of Geneva, whose sympathies are all with France, as Minister of Foreign Affairs and as a member of the Federal Council at Berne in the place of the intensely pro-German Dr. Arthur Hofmann. The latter, it may be recalled, was forced to resign owing to the scandal created by the discovery that he had made use not only of his office but also of the Swiss Government cipher to assist and abet the peace intrigues of the German Government in Russia and in Sweden. He was an intensely proud, imperious and masterful man who would brook no interference by his colleagues, who were therefore kept in ignorance of his German machinations until these were by mere accident publicly revealed.

Gustav Ador is more widely known abroad than any other of the countrymen of William Tell, through his presidency for the last seven years of the international committee of the Red Cross at Geneva, and it was in that capacity that he visited the United States to paricipate in the international Red Cross congress held at Washington in 1912. On the outbreak of the present war he started at Geneva the now world famed agency of the prisoners of war, the main purpose of which has been to act as intermediary between the prisoners of war and their families and friends. One of Gustav Ador's daughters, by the by, is making her home in America, at Tuxedo, N. Y., with her children and her husband, Maurice Treambley, American representative of the Credit Commercial de France.

In conclusion, it may be well to warn readers that there are not only here in America but in the other countries of the Entente notably in France, England and Italy, certain elements that are prompted by various motives to lend themselves to the Kaiser's designs for an early and inconclusive peace, which would be fatal to our political and economic interests. A few weeks ago a congress of Italian and French Free Masons was held in Paris which, in close touch with German Free Masons in Switzerland, resolved to co-operate with the Masons of the enemy Powers with a view to bringing about a speedy termination of the war.

The projected international socialist and labor conference at Stockholm, against which President Wilson, as well as the British and French Governments have now very rightly set their faces, has the same object in view, namely an early and inconclusive peace, advantageous to Germany and consequently disadvantageous to the Entente; and it is greatly to be regretted that any of the leaders of labor and socialism in France and England should have lent themselves, perhaps more or less unconsciously, to the Kaiser's designs.

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Worry A Sin Of The Times Menacing All Mankind, Says Bishop Woodcock

Cure For Great Blight On Human Peace Is Simple, Prelate Explains, Expanding His Famous Sermon

New York, Aug. 28.—To worry is a sin, says the Right Rev. Charles Edward Woodcock, Protestant Episcopal Bishop of Kentucky. His recent sermon on that subject, delivered from the pulpit of the Cathedral of St. John the Divine, where he is preaching produced a profound impression even in the condensed report which was printed in the newspapers. In view of the deep public interest aroused, the Bishop complied with the request of The Sun for an amplification of his views on this subject which has so much to do with the problems of men and women in these days of stress and storm.

He was seen last week at the home of a friend in Ansonia, Conn., a New England town where he served in his early days as a priest. That he is a man of both creed and deed may be seen by the church which he built there through his energy and optimism in the panic days of 1893. Although he has upon him the cares of a large diocese and is concerned about thousands of young men who are now taking part in the great world battle for civilisation, he is ever cheerful and serene. His denunciation of the sin of worry, of the recklessness of those who waste sympathy on themselves when there is so much to be done for humanity, is inspired by his own personal experiences, as well as a deep religious belief founded upon a far reaching criticism of life.

"Over one of the great triple doorways of the cathedral at Milan," said Bishop Woodcock, "I am told that there are three notable inscriptions.

"Over one side, inscribed on a sculptured cross, are the words:

"'All that which troubles us is for a moment.'

"On the other side, surrounded by a wreath of roses, is the inscription:

"'All that which pleases us is but for a moment.'

"While over the great main archway is the significant saying:

"'Only that is important which is eternal.'

"So many persons there are who have gotten life sadly out of focus. They are always putting the emphasis on the non-essential rather than the essential. They have failed to sense that the secret of life is in eternal, not external things. Owing to the mistake they are conscious only of their difficulties and have put their troubles between them and God, instead of putting God between them and their troubles.

"It was not long ago that a surgeon of international fame said to me:

"'Bishop, why do you not go out and preach to your people against the evil of worry. Tell them, if your wish, from me that worry may shorten their lives by ten years. It hardens the arteries, impairs the digestion, poisons the blood and destroys health.'

"This all too common American habit of worrying is something against which we should guard ourselves. Like all other habits, it is controllable if taken in time. Worrying is a habit which begins from little things and gradually develops until it permeates the whole being.

"There is no form of worry so reprehensible as the chronic habit of worrying just because we worry. So often people put themselves in the situation of the old lady who said, in reply to an inquiry as to her health:

"'I do feel better, but I always feel bad when I feel better because I know how much worse I am going to feel.'

"Worry is the mother of pessimism. What is a pessimist? He is a man who Fletcherises quinine. As a friend of mine recently put it, he is the man who blows out the light just to see how dark it is.

"Worry is like jealousy. It has no real foundation, but to the 'worrier' it seems justified.

"We should of course make certain allowances for those who are suffering from poor health, which condition reduces the power of resistance and makes things which ordinarily would be borne with a light heart become a very serious burden. We should also distinguish between care, anxiety and realisation of the responsibilities of life which distract and separate from worry itself. Worry is usually something added to all these, and in no instance has it ever assisted in healing them. On the contrary, it renders the average human responsibilities intolerable.

Those who are doing things and amount to anything are too busy to add senseless worry to their cares and thus eat out their hearts and destroy their peace.

"We should guard against worry as an evil. Chronic worry is a malady which unnecessarily destroys thousands of lives. It fills the sanitariums with those who are nervously if not morally prostrated. It peoples our madhouses and poisons our homes. It destroys every vision of splendor and eclipses every possibility of content. 'It is truly a blight on every flower and a canker on every fruit.'

"In all human experience there is not one known thing which worry has ever helped. It never created a single hope. It never inspired a solitary effort. It never crowned a single success.

'Worry is a loss of grit, a destruction of faith, a weakening of courage. Its evil lies in this: Most people worry with anticipation, filling their hearts with despair over the things which may happen; so many persons torment their souls about things which never come to pass.

Most of your griefs you carried.

And the hardest you still have survived,

But what torments of pain you endured?

From evils which never arrived.

"All healthy minded people should refuse to belong to that class which is never so happy as when perfectly miserable.

"The evil of worry often arises from a distorted imagination. Imaginary worry is unreal, but a worried imagination is very real. It is from this worried imagination that so many of our anticipated troubles come. The wounded heart is overfatigued by crossing all its hedges before it comes to them.

"It would be the salvation of many despairing, worried persons if they had a real trouble, for it would save them from the hundreds of real troubles created by abnormal fancy.

"There never was a time in the history of the country when there seemed to be a greater occasion for worry. Hundreds of thousands of fathers and mothers are heavy of heart and anxious in soul over their sons whom they have given to their country's need. Our soldiers have gone to their work in a spirit of service and sacrifice, and patriotism and enthusiasm are not to be exhausted in enervating worry.

"It has been my privilege to see many of our brave men of the army and navy in the last month. I have been with them in their camps. I have seen them at their drills at our leading ports and naval bases. None realises the danger and the seriousness of these days more than do they. They do not regard the situation superficially or lightly, but they are not worrying about it nor collecting trouble before it is due. These men are facing the days to come fearlessly and with good cheer. The slogan of our troops as they take their way over seas, 'Are we downhearted? 'No,' stands for the self-reliance and the courage of an American ideal. These men are preparing for the worst and looking for the best.

"Many of us have no doubt read that little book recently published called 'Carrying On.' It is the simple narrative of a young soldier at the front, who although he abhors many of the things with which he is brought in contact is none the less resolute.

"It is incumbent upon all to help 'carry on' and we cannot do it by 'worrying on.' The brave men who are fighting our battles and facing the horrors of war with such stout hearts and with such hopes in their souls are not frittering away their time in useless worry, for they realise that there will be plenty for them to bear without giving way to anticipation. This is a time for all to be self-reliant and strong and to face the future with confidence.

"Persons who meet the emergencies of life are not given to worry. This is so in peace as well as war. All have their responsibilities and their problems. Men of large affairs are never worried. They meet the cares and responsibilities of business and work with all their might when crises come. When business hours are over they cast aside their troubles. They take none of them home to their families. To see them in their social relations we would scarcely believe that they had a care in the world. This is the quality which enables men to go through panics and to meet every situation.

"In both the trials of peace and war it is important that we should not incapacitate ourselves for service by needless and reckless worry. In all great crises, whether they come to the individual or the nation, those who have endurance win. To worry is to lose strength, and eventually the battle will go to the man who holds out. The man of a resolute nature knows that if he yields his work will be taken up by a man who has the stamina to work out to the very end. I have come in contact with many representative and successful men and have seen them weather the storms of life. They all had that ability of controlling the inclination to worry and of reserving their efforts and energy for the supreme test.

"The serious aspect of worry presents itself, in its many evil effects. Common sense should teach us to avoid the evil of this habit, which may become fastened upon so many of us.

"The final consideration is the blight of the sin of this useless fretting. Worry is a sin first because it is a waste of life. No man need give way to it, because it is a habit as controllable as is the drink or drug habit. It may be found that if permitted to take its course it has degraded as many lives and ruined as many abilities as has drink or vice.

"Undoubtedly most of us would agree that it is more vulgar to drink oneself into the gutter than to worry oneself into the grave, yet as a sin one is as culpable as the other.

"The question is not so much how you waste your life as 'Why did you waste your life?' The excuse for the worrier is no greater than is the excuse for the drunkard. Worry is a form of suicide. Some persons do piecemeal by worry what others do all at once by the use of pistol or poison.

"Worry, I insist, is a sin because it denies the Providence of God. It takes out of God's hands the government of our lives by striking God out and shutting trouble in by such a process that we have lost God and found deeper trouble. It leads to complaints, murmuring, disappointment and despair of life. Whenever we are tempted to complain let us remember the old Spanish adage: 'Every time a sheep bleats it loses a mouthful and every time we complain we lose a blessing.'

"If it were not for our blindness we would be able to see that behind every trouble there is a blessing just as behind the clouds the sun is still shining. It will not help matters to adopt that poor philosophy which teaches that today is the tomorrow over which we worried about yesterday. A man must have better preparation than this with which to meet his every day necessities.

"These are indeed days which try the souls of men and women. What can meet the necessity of the mother, living in daily anxiety over the son or sons who have crossed the sea? Many of these sons may never return.

"What can relieve the burden of anxiety felt by the man whose affairs are tangled by these modern conditions?

"What relief is there for millions of citizens who are now feeling the stress of these exhausting days?

"Only this—to keep our faces turned toward the light, so that there are shadows only behind us. Anxieties and distress cannot be made to disappear from life by worry nor by robbing the souls of men by changing God's care for us.

"God's greatness flows around our incompleteness.

"'Around our restlessness, His rest.

"'Nearer is He than breathing, closer than hands or feet.'

"Now, if the cure for worry were far away, there would be little excuse for commenting upon the matter. It is the cure that people need, just as much as the criticism. There is a cure for worry which is both sure and absolute, and yet it is so simple that when the remedy is suggested it is doubtful whether many will employ the means of getting rid of this great blight on human peace.

"The remedy is this: Every day has its care from below and its help from above.

"How often we plunge into the care of the day with heroic interest to fulfil all the obligations that fall upon us, only to feel care and to know its burdens. No day can be filled with worry if first you gain the help from above with the care from below: 'As my day so shall my strength be.'

'Dust by its very nature can rise only just so far above the road. It is a beautiful thought that the birds which fly higher never have it on their wings.

"So the heart of one who knows how to fly high enough escapes those cares and anxieties and worries which trod upon the earth, but are unable to lift themselves to a purer and higher atmosphere.

"Let your heart fly high enough. Let it rise up until it meets God and then let it go forth to accept its task. In sickness or in pain or in adversity let not worry drag down our ideals to the level of a helpless existence.

God give us grace, each in his place,
To hear his lot, and, murmuring not,
To watch and pray and labor.

THE NERVOUS AGE

Has the reader noticed how nervous people have become nowadays? A well-known physician says that half the patients who come to him in these times are nerve starved; and the disorder is growing commoner every year. Restlessness, disturbed sleep and headaches are only a part of what the patients suffer. The worst is their misery of mind. They cannot face the smallest difficulty. A slammed door tortures the raw nerves. Their minds are undecided, their tempers irritable, their courage and concentration all gone.

The worst of it is, said the doctor, that people in this condition are tempted to fly to drugs. Morphia, cocaine, opium and similar things have an evil fascination. Others, overfeed themselves with fancy foods in the hope of building up their nerves.

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Judge Gary Calls Labor The Greatest Issue in America

Executive Head of Steel Corporation Returns From Alaska Trip--Says Tour Had Nothing To Do With Business

By Edward H. Hamilton

Judge Elbert H. Gary, executive head of the United States Steel Corporation, came into San Francisco from the north yesterday, states the San Francisco Examiner of August 31.

As he had been in Alaska with Colonel D. C. Jackling, everybody of any newspaper training had sensed the notion that we were to have steel development in the far north, mines producing, smelters belching, great steamers on the come and go. Here was the head of the greatest steel combination in the world and one of the most successful mining and smelter men getting together in a remote corner of our native land, on the yacht of one of them—and something was sure to pop!

I regret to say that nothing in that direction pops. Judge Gary, who, like all truly great administrative Americans, is one of the simplest and most forcefully direct of men, said when I asked in somewhat pop-eyed wonder what he had found for steel in the north:

Nothing. There wasn't a note of business on the trip, as far as myself and wife were concerned. It was entirely pleasure. Colonel Jackling has interests in Alaska—mostly gold mines, I think. But, so far as I am concerned, I do not know that there is any considerable deposit of iron ore in Alaska. No thought of steel development had any place in the excursion.

No War Talk

Urged to talk of the war, or the President's message, or the bills before Congress, Judge Gary merely shook his head.

"What about the labor problems, the I. W. W. and the rest?" I urged.

"Well, perhaps I might say something on that," he replied reluctantly, and began to walk up and down, debating his words in his mind.

Here was a man heading a corporation with 275,000 workers in its employ—one of the greatest employing corporations in the world—perhaps the greatest, so far as I know, offhand. Surely his word on a subject of that absorbing kind is worth serious attention.

"We have had in our corporation very little labor trouble," he said with a kindly gleam in his eye. "In fact, we have had no serious labor trouble since 1901—the first year we started."

"How do you account for that—how do you explain it?" I asked, urging a reluctant man to talk.

Profit Sharing

"Well, I mustn't be put in the position of bragging or boasting—and I cannot see into the future further than any other man. But I account for our happy condition in two ways.

"In the first place, about 60,000 of our employees are stockholders in our corporation under a plan adopted in 1902. At the first of every year our employees are permitted to subscribe to our stock at prices we fix—a little under the market. They pay for the stock in installments out of their salaries. They pay us 5 per cent interest on their deferred payments, and they receive the dividends on the stock—which have always been larger than the interest we charged them."

Again Judge Gary's eyes gleamed with a sort of pleased satisfaction, as if all had thus far gone well. He went on:

The second reason for our pleasant relations with our employees is that we have taken a great deal of pains to treat our men liberally and fairly. We pay them honest wages. We devote a good deal of attention to the welfare of our people and their families—partly in the way of providing good homes at reasonable rates of rent, or selling them their homes on the basis of reasonable partial payments. We arrange recreation fields and sanitary commodations, and we spend millions of dollars on devices to prevent accidents. We also have established a voluntary relief association which takes care of the injured, whether there is any liability or not. Then we have a pension system of $12,000,000 for the aged or incapacitated.

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We have a bonus system, out of which at the end of each year we distribute an additional compensation, the amounts depending upon the merits of the employees, the total sum depending upon the net earnings from year to year.

Above everything else, we have endeavored to establish a spirit of friendly co-operation.

Judge Gary here hesitated, and then said: "I wish you would get these facts from the court records and the congressional inquiries. They are all there, and it would seem less boastful and forward on my part if you would make these facts your own, and merely use them to indicate that I have some small right to say a word on the labor situation."

Then, with lowered head and still slowly pacing his room at the Fairmont, he went on deliberately:

I consider the labor situation, so-called, the most important question under consideration throughout the world a the present time. It underlies all political, national and social questions, even including the pending wars.

Question Paramount

In one form or another it presents itself in every community, and at the present time it is seriously interfering with the natural progress of business enterprise. This is true in many localities in our country as it is true in other countries.

No one is able to offer a panacea for the disturbances that are created from time to time, or for the antagonisms between the employers and employees that unfortunately, in the present crisis, seem to be increasing.

But there are certain principles which must be considered and applied before there can be any satisfactory solution.

First, employers must recognise the fact that employees have not always in the past been fairly treated. They have frequently been underpaid, overworked and dealt with as dependents.

I believe these conditions have been changing and that employers generally are coming to concede not only the virtue in liberal treatment of employees, but also the necessity.

In the second place it will be admitted, I think, that a considerable number of employees, though largely in the minority, have, through the influence of dishonest leaders, been unreasonable and violent in their antagonism toward their employers. As a result of this there have been rioting and bloodshed.

Should Be Friendly

Employers and employees have dealt at arms length and as though they were enemies, rather than as friends, whose interests could both be protected by a friendly co-operation.

Third, the general public and the administrators of the law have failed to take the proper attitude toward and the quickened interest in labor troubles which are essential to the protection of both sides as well as the conservation of the common welfare.

There can never be a satisfactory adjustment of the differences which naturally grow out of the employment of labor unless and until there shall be firmly fixed and adopted the rule of the unlimited right on the part of the workingman to render service whenever and wherever he pleases, and on the part of the employer to engage whomsoever he wishes and on such terms and conditions as the employer and employee may voluntarily agree upon.

The prevention of work by force is just as bad as the compelling of work by force.

The right to maintain and operate an "open shop," so called, and the right to organise and maintain a "closed shop," so called, must both be admitted—provided in all cases no force is used and no laws are violated.

Gary's Suggestions

Practically speaking, the serious labor disturbances generally have arisen in cases where certain workingmen were prevented by others from engaging their services because they were not members of some society or union, and the fault has been in the fact that force has been attempted on one side or the other contrary to law.

I believe the tendency of the times is toward a better understanding and closer relationship and a fairer basis of employment between capital and labor.

The public is vitally interested in these questions, for when differences become aggravated and riots occur, business is interrupted, the demands of the people are neglected and pecuniary loss results to the whole social family.

My suggestion to employers would be: Treat employees considerately, kindly and liberally.

My suggestion to the employees would be: Be faithful, loyal and friendly to employers.

And my suggestion to both employees and employers would be: Act on the idea that your interests are common and that both must and should suffer or prosper together.

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Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

Kidney and bladder troubles are indeed hard to bear. They make life a misery, and endanger the health of the whole system, for when the kidneys are ill they cannot filter the kidney poisons out of the blood.

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EPISODE 3

"AN HOUR TO LIVE" Synopsis

Peter Hale, whose inheritance of the Hale millions depends on his marriage to the Girl branded with the mark of the Double Cross, has reason to believe that Philippa Brewster is the girl he seeks. Fired by jealousy, he hides in the tire rims strapped to the back of an automobile when he sees Bridgey Bentley, his rival, start out for a ride with Philippa. When Bentley, who is also aware of the contingency clause in the Hale will, is trying to marry Philippa himself, tries to kiss her, Peter comes to the rescue, but with the help of the chauffeur, Bentley overpowers him. Taken to Bentley's home, Peter is bound, gagged and trussed up in front of a clock, to which is attached a gun which will be shot off when the hands of the clock reach eleven.

After making sure that his scheme is working, Bentley departs, leaving two assistants to watch. During a temporary absence of these attendants, the Masked Stranger appears from behind the clock at one minute of eleven, and Bentley's plan is frustrated.

Peter, arriving, after his rescue, finds Philippa asleep with her head resting on the library table. He tiptoes over to her, determined to learn once for all whether or not she is the girl of the Double Cross. He leans over her and unfastens the shoulder strap of her dress, but to his surprise—

SCENE from "AN HOUR TO LIVE" #3 PATHE'S "MYSTERY OF THE DOUBLE CROSS" PRODUCED BY ASTRA

Programme for Monday, October 8th, 9th and 10th.

"PICTURESQUE HAVANNA." A charming scenic film.

"FEEDING THE KITTY." A study for poker players.

PATHE'S AMERICAN GAZETTE. The world before you.

THE ANNALS OF THE WAR. Pictures from the front.

"20,000 FEATS UNDER THE SEA" A 500 foot scream.

APOLLO THEATRE

October 8th, 9th, and 10th.

"MYSTERY OF THE DOUBLE CROSS"

THE GREATEST SERIAL YET

EPISODE 4

"KIDNAPPED" Synopsis

The inheritance of the Hale millions depends on the marriage to the Girl of the Double Cross. Peter Hale is in love with Philippa Brewster, whom he thinks is the Girl of the Double Cross. Bentley is of the same opinion but his desires are only of a monetary character. To determine whether or not Philippa is the Girl of the Double Cross, Bentley plans a kidnapping, but is overheard by the Masked Stranger. After his gangsters had examined Philippa's arm, Bridgey was to make a fake rescue, thus posing in her eyes as a hero.

The resourceful Stranger, guarding Philippa, arranged a little kidnapping party of his own. It was not until he found himself a prisoner, tied tightly and gagged, that Bentley realised that he had been tricked. Philippa is freed and taken to her home in a taxicab, where Peter awaits her. She tells him of Bentley's predicament and induces him to go to the rescue. The real kidnapper, waiting at the corner, kidnaps Philippa as originally planned, and carries her with Peter to Bentley's home. Meantime, Bentley, burning his bonds with lighted matches, escapes and returns to his home. There he is held up by Peter, but his men come to the rescue and Peter is wounded.

Policemen, summoned by the Stranger, rescue Peter, who goes in search of Philippa, and goes to the room where she was imprisoned, but as he opens the door an amazing sight greets his eyes.

Lilian Tucker.

ON THURSDAY, OCTOBER 11TH

We shall present the Five Reel Pathe Gold Rooster Film

"THE LIGHT THAT FAILED"

by

RUDYARD KIPLING

Rudyard Kipling's masterpiece has been read by millions all over the world so think what this picture version means to you. Come and enjoy a film treat.

Kipling's immortal masterpiece produced by Edward Jose, & featuring Robert Edeson and Lilian Tucker. A certain success.

Robert Edeson, Pathe Star

APOLLO THEATRE—The Rendezvous of Shanghai.

Lloyd George On British Ships Losses Due To U-Boats

House of Commons, Aug. 17.—Mr. Lloyd George gave today for the first time tonnage figures of British ships sunk. The following are his statements:—

Monthly Average Loss Since February

Net Loss.	Berlin Claim.
Under 250,000 tons.	450,000 to 500,000

Net loss means the difference between British ships sunk and new British ships built.

If August ends as it has begun it will make the average

Net loss for July and Aug. 175,000 tons

Monthly Gross Loss or actual tonnage sunk by U-boats.

April .. .. 560,000 tons

which was reduced by

July to .. .. 320,000 tons

Other figures given were:

New commercial tonnage built and bought in 1917 will be 1,900,000 tons.

Though in June-July we had one-tenth less shipping than last year, it carried more tonnage to England, due to reorganisation.

Wheat stocks in Britain today are 8,500,000qrs., or 2,000,000qrs., more than last year.

1,000,000 more acres are in cultivation, which means 3 or 4 millions more tons of food.

Mr. Kennedy Jones

The speech of the Prime Minister was preceded by an interesting and thoughtful speech by Mr. Kennedy Jones, who addressed the House for the first time. He referred to the "peace offensive" now being undertaken by the friends of Germany and called upon the Government to make it clear that we should go on to the end. There had been too much reticence in the course of the war. Man was best nerved for the struggle when he knew what he had to face. All talk of Germany not being able to hold her people together ought to be dismissed. There had been some riots, and he had heard in certain towns prisoners of war had been forced into German uniforms and made to work machine guns against the unfortunate Germans; but though her privations were great she would hold on, and it might be we had one or two years more war before us.

Mr. Kennedy Jones pressed for a disclosure of the shipping tonnage lost, vigorous naval action, and a real blockade.

Premier's Speech

Mr. Lloyd George's first words were of congratulation on his maiden speech to Mr. Kennedy Jones, who, he said, had already rendered conspicuous in two Departments of State. The Chancellor of the Exchequer would be the first to acknowledge the great assistance he gave with the War Loan, and his energies were equally serviceable in the food economy campaign. Any suggestions coming from one who had already "done his bit" must be all the weightier on that account, and he promised them close attention.

Earlier in the year our stocks of cereals, proceeded the Premier, were the lowest on record. Since then, largely owing to the energy and foresight of Lord Devonport, whose services in some quarters had not been adequately recognised, and to the organisation of Sir Joseph Maclay, the situation had considerably improved. This time last year the stocks of wheat in the country amounted to 6,480,000 quarters; at the moment we have 8,500,000 quarters. (Cheers.) The stocks of oats and barley are also higher than last year. By closer milling (adding to the food value of the grain of wheat) and the saving in bread consumption effected by the economy campaign conducted by Mr. Kennedy Jones, we have in effect made an addition of 70,000 quarters a week to our food supply, representing one-seventh of our total wheat consumption.

In December, 1916 the area under cultivation had shrunk by from 200,000 to 300,000 acres, as compared with 1915. Now the area has been increased by something like 1,000,000 acres, and this will mean an addition of 3,000,000 to 4,000,000 tons to the stocks of wheat, barley, oats, and potatoes. It is too early to predict the harvest. Everything depends on the next three or four weeks. "But if the harvest is as good as it promises to be now, and if the weather is not particularly unpropitious, then the position of this country with regard to food supplies is one which, taking everything into account, will be a very satisfactory one; in fact, better than it has been for a good many years." (Cheers.)

But the harvests of the world do not promise to be good, and it looks as though the aggregate supply of food will be considerably below the average. This, therefore, showed the continued need—"I mean the greater need," he corrected—for stringent economy, because France and Italy must be greater buyers than usual in the markets of the world. The more economical we at home are the less will be the drain upon the reservoir of food. Householders must go on paying every heed to the appeals for economy until the harvest of 1918.

Sugar stocks were very low at the beginning of the year and continued low throughout the spring. Sugar ships had singularly bad luck, their percentage of losses being higher than among the ships bringing any other commodities. Since then there had been a very material improvement, and there is an increase in our reserves. Steps have been taken to increase the area of cultivation in 1918, and he expected millions more acres to be under cultivation.

"With reasonable economy there is no chance of starving out the population of these islands," declared Mr. Lloyd George firmly, closing his review of the food position.

As to the U-boats, the Germans were very busy circulating figures because they needed to cheer up their own people. "There is no doubt they had given a very definite promise that by August the submarine campaign would have effected such ravages upon our mercantile marine that we should be, as they put it, "out of the war." That was the very definite promise given in the Reichstag. Now they find that it is not true, and there is a corresponding sense of discouragement in their own country, and it has spread to other countries." Now the Germans, on the authority of their Admiralty, were circulating figures purporting to give the losses inflicted on British shipping. "They want to create the impression that England, which is the most formidable enemy—which in their opinion is the one enemy that is keeping this war going—cannot last much longer, and the moment she is out of the war their view is that the Alliance will collapse."

Our Monthly Losses

Mr. Lloyd George replied to the German figures with British figures disclosed for the first time, and listened to with great attention. The unrestricted unbmarine campaign began in February. By the month of April we lost about 560,000 tons in a single month. The German official figures claimed that we lost between 450,000 and 500,000 tons net—that is, after deducting ships which we are building every month our losses were 450,000 to 500,000 tons. The 560,000 tons was the gross and not the net figures. This loss of 560,000 tons in April came down in July to 320,000 tons—again gross figures and without taking into account the ships we are building. (Cheers.) These are British ships only. The German figures were for British ships only. Losses from mines are included in our figures, but these are not very considerable. It is early yet to judge the losses this month, but, judging by the results of the first 16 days, this month will be better than July.

"Our net losses, which, according to the Germans, have been 450,000 to 500,000 tons a month during the last six months, or during the period of unrestricted submarine campaign, are, in fact, under 250,000 tons per month. (Cheers.) If the August figures are at the some ratio to the loss we have experienced during the first fortnight, then our net losses during July and August will be at the rate of 175,000 tons per month. Taking the whole of the six months we have losses amounting only to half the German claim, and at the present rate we are losing only one-third of what the Germans claim. (Cheers.) The losses are diminishing and the building is increasing."

He would not dwell on what the Admiralty are doing, but it is demonstrated that their plans are increasingly successful. For proof, look at the figures for April, when the days were short and the seas were more tempestuous and the work of the submarine was more difficult, and compare the losses in July, when the conditions were much more favorable. The measure of Admiralty success was all the greater, too, seeing that the number of U-boats is increasing. By better loading, by concentrating ships on shorter voyages, by "turning round" ships more quickly so that they make more voyages in the course of the year the Shipping Controller had so succeeded that, although our tonnage has decreased, we have been able to carry more goods. Our shipping in June and July decreased by 10 per cent as compared with the same months last year; and as there was no diminution in the tonnage allotted to military requirements, this meant that the tonnage available for ordinary purposes diminished by 20 per cent; but in spite of that we succeeded during those two months in carrying 150,000 more tons of goods. (Cheers.) Sir Joseph Maclay must be congratulated on this. (Cheers.)

In addition shipbuilding has been increased. In 1916 we built in this country 688,000 tons. In peace times the yearly tonnage built is a little under 2,000,000. In 1916 the new shipbuilding tonnage came to 538,000. In the first six months of this year the output was 484,000. In the second six months the new shipping acquired by the country will amount to 1,420,000 tons, of which 1,100,000 tons will be built in this country and 320,000 built abroad. This year, therefore, we shall acquire 1,900,000 tons. (Cheers.) That was a very great achievement.

Colonel Norton Griffiths: Is that exclusive of naval tonnage?

Mr. Lloyd George: Yes, purely mercantile tonnage and apart altogether from the very big program of naval construction laid down this year. Naval construction this year will go up by hundreds of thousands of tons. (Cheers.)

He wanted the House to bear in mind the conditions under which tonnage is built. There is a shortage of labor, material is difficult to get, and large demands both in labor and material are made by the Navy. He believed shipping losses would grow less. One thing he was certain of—they would not increase. He did not want to under-estimate the problem. Everything depended upon those connected with shipbuilding doing their best, and everything depended upon everybody doing their very best.

Still, after all we could do there would be a considerable deficiency in tonnage. Even now we have not got sufficient, and he had no doubt that the destruction of shipping would embarrass us, but if this country and the United States put forth every effort he felt sure we should have sufficient tonnage for the whole of 1918 and 1919.

Russia's Claw Lost

Concluding with a review of the military situation, Mr. Lloyd George said: "We had anticipated this year a great converging move against our foes. Russia was equipped for that task in a way she has never been equipped before. I ventured to say that the nippers were beginning to grip, but, to be quite frank, one claw of the nippers is out of repair for the moment. Therefore you have not got the same converging pressure as we had anticipated. But things are mending. The situation in Russia is very difficult, and I should be sorry to say anything which would make it more difficult, and that is why I deprecate every discussion in this country which would bring in domestic politics in Russia—(cheers)—because it is quite obvious that you cannot state the facts without embarrassing those who are trying to restore the situation in that country.

"But while they are going that the bulk of the fighting must fall upon the other countries, notably upon ourselves. Considering all the difficulties in which we are confronted with, our armies have won a very conspicuous success. (Cheers.) We have got to think of a British division which has been fighting and which is temporarily exhausted; it passes behind the guns until it is reformed. A German division in the same condition goes to Russia, holds the front, which does not impose any very severe military obligation upon it, and in absolutely fresh division comes from Russia to our front. That increases the numbers of the German Army on the western front. Therefore what has been achieved by our gallant troops is one of the most brilliant episodes in the history of the Army."

After reading the latest communique Mr. Lloyd George proceeded: "Whatever our difficulties and troubles—and at the end of three years every country, must feel exhausted—I would not exchange our military positions with the enemy's today. (Cheers.) What is the best he can do in a year when what would have been the greatest of all his military opponents is for the moment paralysed by internal difficulties? The best Germany can do is barely to hold his own against the attacks of the British and the French—and is not quite doing it. He is beaten in great battles, with severe losses. Hundreds of his guns have been captured. That is not a bad test of whether you win or lose a battle.

"When Russia recovers, and when America is really in the war is the time of which Germany is thinking. In the future our difficulties will diminish, our powers will increase; their difficulties will increase and their power will diminish, and they know it! For that reason I say this is the supreme hour for courage, for patience, for endurance, for hope, and for unity. Let us go through this hour in the temper that enabled us to destroy a great military despotism at the beginning of the 19th century—standing alone, but saving Europe, let us go through this hour with that old temper of our race, and next year the world will begin to reap the fruits of our valor." (Cheers.)

GERMANY NOW HOPES TO WIN NEXT WAR

High Army Officer Tries To Show Why Present Conflict Is Not Successful

London, September 24.—Some sensation has been excited by a book, which is a deduction from the world war, published by General von Freytag Loringhoven, now deputy chief of the general staff in Berlin, who seeks to show why Germany is not winning the present war outright and who says that Germany must make sure of winning the next war.

He says that the strategical situation, the condition of the world economic situation in regard to the Allies with the sea open and the Allies ever developing new possibilities of resistance, the conquests of whole kingdoms which would have once been decisive have now brought Germany no nearer peace.

The Gemans are slow to realise the limited effectiveness of purely military successes. However, if the Marne battle had been won the war would have been considerably shortened, and the initiative is now necessarily passing to the Allies, according to the book.

FIX U. S. STEEL PRICES

Producers And Government Agree In Pittsburg And Chicago

Washington, September 25.—Steel producers have agreed with the Government on the price of steel in Pittsburg and Chicago as follows:

Steel bars, $2.90 per hundredweight (recent price $5.50); steel shapes, $3.00 per hundredweight; steel plates $2.50 per hundredweight.

We Carry large stocks of PAINTS

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MOISTURE-PROOF DRY BATTERIES

The National Carbon Co., of Cleveland, Ohio, has specially redesigned its dry batteries to withstand the excessive moisture of the China Coast.

Columbia Dry Cells

the standard for telephones and bells.

Columbia Multiple Batteries

for hard work on motor cars, motor boats and stationary engines.

ASK YOUR DEALER

"The Richest of all Tinned Milks Tested"

Says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China

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Sole Agents: 73 and 73A Szechuen Road.

The Electric Drive

The Electric Drive has advantages that are possessed by no other power producer, The use of Electric Motors for driving all types of machines results in

Reliability, Safety, Flexibility and Economy.

To obtain the best results in factory operation, it is essential that nothing but the Electric Drive be used.

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. No. 2668

FOOD MUST BE GROUND

Without good teeth you can not properly masticate (or "Fletcherize") your food. Breaking up food by pressing it against the roof of the mouth with the tongue does not masticate it; it must be ground or crushed and thoroughly mixed with saliva before it is swallowed, or the stomach can not properly digest it. If you are suffering from stomach trouble your physician will first advise you to eat slowly, and *thoroughly* masticate your food. But mastication cannot be thoroughly accomplished without clean and healthy teeth. If the teeth on one side of the mouth are sensitive or missing you will do all your chewing on the other side or in the front of the mouth.

If Nature had intended food to be so treated she would have supplied teeth only on one side or in the front of the mouth, and not as generally granted us by her.

If you, now have not got the set Nature first supplied you with and so suffer from Indigestion and the other accompanying ailments I would ask you to pay me a call and I'll endeavour to assist Nature and give you relief.

"Call early and call Soon"

DR. C. CAMERON

24 Nanking Road, Shanghai.

WORLD'S CURRENCY UP 80 PER CENT

Increases From $13,680,000,000 Up To $24,660,000,000 Since 1913

PRICES UP 100 PER CENT

National City Bank Statistician Discusses Relation Of Inflation To Mounting Costs

World inflation, as one of the causes of world advance in prices, is discussed in the current issue of The Americas, issued by the National City Bank of New York. The author of the article is O. P. Austin, the bank's satistician. World currency, he says, has increased 80 per cent since 1913, world national obligations 142 per cent, and world population only 2½ per cent, while prices of commodities show advances ranging from 60 to 100 per cent in the same period.

The statement showing the increase in world currency and national debts is accompanied by index numbers representing prices of principal commodities as compiled by three leading authorities, The London Statist, Bradstreet's, and the Bureau of Labor, for the years 1900, 1913, and 1917. The Statist index number shows an advance from 75 in 1900 to 85 in 1913 and 170 in 1917; Bradstreet's froom 79 in 1900 to 92 in 1913 and 161 in 1917, and the Bureau of Labor an advance from 65 in 1900 to 81 in 1913 and 130 in 1917.

The table which follows presents the figures of world currency, national debts, and population in 1900, 1913, and 1917:

Gold money in thousands: (add three ciphers to all figures).

1900.	1913.	1917.
$4,565,000	$8,021,000	$8,560,000
Silver money—		
3,679,000	2,860,000	2,600,000
Uncovered paper—		
2,756,000	2,799,000	13,500,000
Total money—		
11,000,000	13,680,000	24,660,000
National debts—		
31,200,000	43,840,000	106,000,000
World population—		
1,543,000	1,652,000	1,690,000.

Mr. Austin's article goes on to show that the world's money, as classified by accepted authorities, is gold, silver, and uncovered paper, and that world national obligations, while not currency in the accepted sense of the term, do pass current among financiers and are always available for obtaining currency when passed across the counter of a bank.

In the thirteen years preceding the war, 1900-1913, the currency of the forty principal countries of the world—gold, silver, and uncovered paper combined—increased 25 per cent and national debts 40 per cent while population was increasing only 10 per cent. The average prices as indicated by index numbers of leading authorities show advances in the thirteen years preceding the war ranging from 15 to 25 per cent.

With the beginning of the war period, however, both world currency and national indebtedness increased with great rapidity and with this came also a rapid advance in prices. The increase in the short 1913-17 period in world currency was 80 per cent of world indebtedness 142 per cent, and world populaion only 2½ per cent while the advance in prices in the 1913-17 period ranged from 60 to 100 per cent.

The increase in world currency during the war period occurs chiefly in "uncovered paper." This large increase since 1913 occurred chiefly in the countries at war. The uncovered paper of the United Kingdom in 1913 was $115,000,000, and in 1917, $660,000,000; Germany, in 1913, $262,000,000, and in 1917, $1,613,000,000; France, in 1913, $326,000,000, and in 1917, $2,900,000,000; Italy, in 1913, $182,000,000, and in 1917, $661,000,000; for Russia no figures are available for 1913, but for January 1, 1915, the total is $804,000,000, and in July, 1917, $4,285,000,000. Most of the $62,000,000,000 increase in national debts, from 1913 to 1917, has also occurred in the countries at war.

Sailed from Shanghai

For London, etc.		
Iyo Maru	Sept.	24
Suwa Maru	July	31
For Liverpool		
Hitachi Maru	Sept.	5
For New York		
Suruga	Aug.	3
Toyooka maru	Aug.	10
For San Francisco, etc.		
Ecuador	Sept.	17
H. Luckenback	Aug.	28
Oranje	Sept.	13
For Tacoma		
Hawaii Maru	Oct.	1
Manila Maru	Aug.	23
Mexico Maru	Sept.	20
For Seattle		
Sado Maru	Aug.	30
Shidzuoka Maru	Sept.	17
For Vancouver		
Bessie Dollar	Sept.	17
Hazel Dollar	Sep	3

Outbreak Due In Chekiang On October 10, Says Report

(From the Chinese Press)

Startling rumors are again current in Chekiang and Kiangsu that an insurrection will take place in Hangchow on China's National Holiday, October 10, when the present Tuchun of Chekiang and Civil Governor will be overthrown and certain leaders from Taichow, Chekiang, will be placed in their posts. The radicals in the provincial capital admit that a plot of this nature is on foot.

Local rumors have it that a division commander of Chekiang almost came to military collision with the Tuchun, Yang Shan-teh, Friday, over a dispute. But according to the local Defence Commissioner, General Lu Yung-hsian, the Chekiang Tuchun denied having had any dispute with his coworkers.

General Lu is taking every precaution to avoid a possible movement in Shanghai. He has ordered that no lantern processions will be allowed on the national holiday.

The independence of Linling and Hungchow and Yunchow in Hunan is assuming a serious magnitude. The two brigades under General Chao Hung-ti have joined the cause and the commander himself has resigned his post, while the new acting commander, Li Yu-wen, finds that he has practically no troops to lead. Li wired General Wang Tsang-yuan, Tuchun of Hupeh, for assistance to check the desertion of the troops, but Wang told him gradually to win back his men without resorting to force.

The arrival of Kwangsi troops at Hungchow to re-inforce the independent soldiers has been confirmed. Tuchun Fu Liang-tso has petitioned the government to order General Wu Kwan-hsin, the Szechuen Investigation Commissioner, not to enter Szechuen, but to go to Hunan and give him a helping hand in resisting the south.

The President and the Premier still disagree on many vital points in the policy for the handling of the southern situation. Feng would recall the Hunan Tuchun but Tuan believes that the act will make him lose face, and maintains that if Wu fails to suppress the independent forces, the government should.

Bandits are becoming restive in Fenghsienhsien, Kiangsu, and the Magistrate there has requested Tuchun Li Shun to give him 40 rifles and a supply of ammunition for the use of a volunteer corps organised for the defence of his city.

The government has decided to appoint General King Yin-pang, an aide to the President, to represent China at the maneuvers to be held in Japan next month.

Shanghai Wounded Soldiers Fund

Amounts previously acknowledged		$23,418.12
Donation per H. B. Roe Tls. 30 @ Ex. 72.6		41.32
Shanghai Rowing Club per Motor Boat Joy Riding at Spring Regatta		68.00
Shanghai Club, collected in Boxes		9.00
Light Horse, S.V.C.		200.00
Watson's Mineral Water Company (July)		73.37
"A. G." in Memory of Mr. F. G. Keeling		5.00
Winnie, Marjorie and Clinton		4.00
Rowing Club Swimming Gala—Sweepstakes		513.00
Rowing Club Swimming Gala—Surplus		300.00
A Bet		5.00
Watson's Mineral Water Company (August)		62.07
		$24,698.88
Less:—		
Remitted to date to Secretary, China Assocn. London	£2,600=$19,728.38	
Sterling Drafts received from Messrs. R. N. Truman and Co. and passed on to Secretary China Assocn. London	£110	—
Amount on Fixed Deposit with Chartered Bank of India, Australia and China		1,000.00
Paid to date to Consul-General for France in aid of French Wounded from Shanghai		3,000.00
		$23,728.38
Amount on hand at Bank		Tls.970.50

E. & O. E.
D. M. GRAHAM,
Hon. Treasurer,
Shanghai Wounded Soldiers Fund.
Shanghai, 6th October, 1917.

Piece Goods And Yarn

Messrs. Ilbert & Co., write as follows in their weekly market report:

The market has scarcely re-opened yet after the holidays and attention has been centred chiefly on the movements of the London silver quotation and of the local exchange rates. Silver, which was quoted at 51½d. on the date of our last issue, has given way further to 46¾d. while the T. T. rate on London has stood nominally in the neighborhood of 4/2 since the resumption on Tuesday with the exception of yesterday, when local conditions strengthened it to 4/2½.

A little business has been done for Szechuen in White Shirtings, and a few unimportant sales of Figured Poplins have been made to some of the small River ports, all at prices, that are decidedly advantageous to the buyers and that bear no relation whatever to replacing costs. The whole amount of business done would scarcely be worth mentioning in normal times, and Hankow and Northern buyers who should ordinarily be in the market at this period are, for the moment, withholding orders.

The news of the floods in Tientsin is little better than a week ago and there have also been disquieting rumors as to the condition of the Yellow River which, however, have been somewhat discounted in the past day or so.

Grey Shirtings Generally.—With the exception of a sale of 10 lbs. Shirtings, Flower chop, at Tls. 5.25, we have no business to report. It is difficult to make a correct comparison of auction prices but results on the whole were better than anticipated.

White Shirtings.—Small quantities of these are reported to have changed hands as follows:—

Nine "Tah" at Tls. 7.50, Theater at Tls. 7.35, and "Hong Yuen Chie Nie" at Tls. 6.40. Auctions were fairly steady all round.

Dyed and Fancy Cottons.—Prices for Fast Black Cotton Italians and Venetians at auction show a more or less general improvement over the rates paid at the last sales.

Cotton.—Our market for the local staple has remained fairly steady throughout the week, in spite of the absence of any particularly heavy buying either by the Local Mills or for export. Quotations today are: Tungchow at Tls. 27.00 to Tls. 27.60, Tai Chong Cotton at Tls. 26.80. Steam Ginned at Tls. 25.50 to Tls. 26.00 and Ordinary Shanghai at Tls. 25.50 to Tls. 26.00. Ningpo Cotton Tls. 24.40 to Tls. 24.80. For New Season's Shensi Cotton Tls. 31.00 is being asked, market firmer at the close.

Reuter's cables are now quoting for higher grades of both American and Egyptian Cotton, the last telegrams being dated London, 2nd October, quote the Liverpool rates for the following:—

Good Middling American at 19.17d., Egyptian Sakellaridis at 32.35d., and F.M.G. Bengal and Scinde at 16.10d. per lb.

Local Yarn.—Although there has not been very much business doing, the tendency is undoubtedly firmer for these spinnings. Sales reported are as follows:—

10's 100 Bales Boy and Buffalo at Tls. 100.00. 150 Bales Chelin at Tls. 103.00 to 104.00.

12's 500 Bales One Joss at Tls. 112.00. 100 Bales Teenkwan at Tls. 113.00. 300 Bales Auchor at Tls. 113.50.

16's 200 Bales Red Dragon at Tls. 115.00. 200 Bales Anchor at Tls. 117.00 to Tls. 118.00.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market reports:—

The continued fall in the gold value of the tael is having the expected invigorating effect on the local market, and share values are firmer all round, and in many cases substantial rises have been recorded. The sharemarket is beginning to attract the attention of speculators and investors which has for many months past been diverted into other channels. Debentures are very firm at increased rates.

LANTERN SLIDES
from your own, or our negatives.
Burr 2 Broadway

Flood Disease Starvation

MILLIONS of Destitute, Homeless People are in Immediate Need of Food, Clothing, Medicine.

Every Dollar Saves a Life.
RED CROSS SOCIETY OF CHINA.
26 Kiukiang Road, Shanghai.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tonnage	Agents	Berth
Nov 14	Hankow	Albenga	1769	Ger. Carlowitz	US
Oct 4	Hongkong	Anhui	1351	Br. B. & S.	CNW
Aug 4	Hongkong	Bohemia†	4282	Aus. Aus. Lloyd	B VII
Aug 5	Hongkong	China†	3868	Aus. Aus. Lloyd	YWGW
Sept 27	Japan	Chinese Prince	3059	Br. Dowell & Co.	BIII
Oct 4	Japan	Choyu maru	411	Jap. Suzuki & Co.	LPDLW
Aug 8	Hongkong	D. Rickmers*	1551	Ger. H. D. & Co	US
Sept 10	Hongkong	Dilwara	3480	Br. P. & O.	PWE
Oct 3	Nanking	Djibouti	1797	Fr. M. M. Co.	BXI
Oct 3	Swatow	Esang	1127	Br. J. M. & Co.	SHW
Dec 27	Nanking	Fortuna*	1829	Ger. H. D. & Co	US
Oct 3	Japan	Fuisan maru	1276	Jap. M. B. K.	WTW
Oct 4	Hankow	Hunglee	602	Chi. Tuck Wo	NSW
Oct 5		Hsinkong	1267	Chi. C.M.S.N.Co.	KLYW
Sept 26	Keelung	Irmgard	614	Am.	ODW
Oct 2	Chefoo	Irene	858	Chi. C.M.S.N. Co.	KLYW
Oct 2	Foochow	Johanne	951	Am. S. T. & Co	CKPW
Oct 5	Chinwangtao	Kenkon maru	1632	Jap. K. M. A.	KMAW
Sept 19	Hankow	Luenho	1520	Br. J. M. & Co	BII
July 16	Hankow	Meidai*	1682	Ger. Melchers	US
July 30	Hankow	Meilei*	1682	Ger Melcher	US
Oct 3	Tsingtao	Nagasaki maru	3243	Jap. Suzuki & Co.	LPDOW
Oct 4	Japan	Niigata maru	1168	Jap. N. Y. K	ONW
Sept 27	Cruise	Pacific	727	Dan. G. N. T. Co	7p
Oct 2	Chinwangtao	Pr teus	1678	Br. K. M. A.	KMAW
July 30	Tsingtao	Sikiang*	1840	Ger. H. A. L.	US
July 30	Hongkong	Silesia†	3318	Aus. Aus. Lloyd	B IX
Oct 4	Cruise	Store Nordiske	598	Dan G. N. T. Co.	9p
Oct 5	Hankow	Sungkiang	1592	Br. B. & S.	CNW
Oct 4	Japan	Shinyi maru	1334	Jap. M. S. Co.	
Oct 1	Hankow	Tachi maru	1828	Jap. N.K.K	END

*Taken over by the Chinese Government on March 14.
†Taken over by the Chinese Government on August 14.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
B I	Oct. 5	Curise	Brookyln	Am cru.		..	..	
BNB	Apr. ..		Decidee	Fr g-b.	680	10	..	
Int. DW	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
E J	Aug. 28	Curise	Elusha	Br. g-b.	160	6	..	
ODW	Sept. 24	do	Monocacy	Am g-b.			..	
P&OB	Apr 14		Samar	Am g-b.	243	4	38	Brown
P&OB	Aug. 6	Curise	Villalobas	Br. g-b.		..	..	
B J	Aug. 24	Curise	Woodcock	Br g-b	150	..	..	

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KAIPING Coal Coke

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Offices: No. 1 Jinkee Road, Shanghai

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Have you already smoked our "SPECIAL" or "ORPHEUS" Cigarettes?

If not, don't miss to give them a trial. From the first puff to the last fleck of ash they are a delight.

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FOILED AGAIN!

Yale Products Have a Good Name

and Yale Products live up to their name.

The soundness of the Yale methods and Yale practice is proved every day, in every corner of the world, in the service of Yale Products. And whatever Yale Product you buy—a night-latch, door-closer, padlock, or builders' hardware,—you get from it the enduring service you have a right to look for in the product of an organization that has adhered to one unswerving ideal for nearly half a century.

Look for the name "YALE" on the product. It is your guarantee.

For sale by hardware dealers.

YALE Locks and Hardware

MUSTARD & CO.
AGENTS
22 Museum Road Shanghai

YALE Locks and Hardware

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	....	....	....
Jessfield dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei dep.	....	7.58	9.23	10.29	....	15.13	....	....	....
Lunghwa Junction dep.	....	8.15	9.40	10.47	....	15.30	....	....	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*16.50*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.22*	*17.07*	*18.12*
Sungkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	....
Kashai dep.	....	9.51	11.52	13.23	....	16.53	18.49	....	....
Kashing dep.	7.40	10.26	12.30	14.35	....	17.22	19.20	....	....
Tekzah dep.	8.45	11.06	13.15	15.50	....	17.53	....	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	....
Hangchow dep.	11.10	12.50	16.25	18.30	....	19.19	....	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	....	6.30	7.55	....	9.20	14.10	15.35
Hangchow dep.	....	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	....	8.04	9.48	....	11.40	15.20	17.30
Yekzah dep.	....	....	....	8.41	10.31	....	12.39	15.51	18.45
Kashing dep.	....	....	....	7.15	9.28	11.22	....	14.10	16.30	19.35
Kashai dep.	....	....	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang dep.	....	....	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.15*	*9.43*	*10.23*	*11.38*	*14.08*	*15.33*	*17.33*	*18.23*	...
Shanghai South arr.	*8.35*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	...
Lunghwa Junction dep.	....	....	....	11.35	14.05	....	17.18	18.39	...
Siccawei dep.	....	....	....	11.44	14.14	....	17.28	18.29	...
Jessfield dep	....	....	....	11.51	14.21	....	17.37	18.36	...
Shanghai North arr.	....	....	....	12.05	14.35	....	17.55	18.50	..

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao...	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	....	10.10	12.25	...	17.20	...
Ken Shang Mun.	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	14.55	17.50	19.10
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15.12	18.07	19.2[illegible]
Zahkou	arr.	....	9.40	12.10	...	16.55	....	Konzen Chiao	arr.	7.55	11.10	13.10	15.25	18.20	19.4[illegible]

R. Restaurant Car.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	15.25	16.55	23.00
SOOCHOW dep.	..	9.41	11.22	12.20	14.55	19.15	19.15	1.08
WUSIH dep.	..	10.37	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW dep.	6.50	11.22	13.18	15.03	16.48	..	21.25	3.10
TANYANG dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG dep.	9.16	12.52	14.55	17.17	18.22	..	..	5.06
NANKING arr.	11.19	*14.15	16.26	19.13	19.50	..	..	6.50
PUKOW dep.	T.P.S	$1.50	..	..	..	..	..	..
HSINANFU dep.	Second	8.06	..	..	..	..	..	..
TIENTSIN arr.	Day	16.21	..	..	..	..	..	..
CENTRAL dep.	P.R.R.	17.00	..	..	..	..	..	..
PEKING arr.		19.50	..	..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast	Express	Local	Night Express R.S.
PEKING dep.	..	..	..	..	P.R.R.	8.25	..	..
TIENTSIN arr.	..	..	..	..		11.10	..	..
CENTRAL dep.	..	..	..	..	T.P.F.	8.12.00	..	..
TSINANFU dep.	..	..	..	..	Second	20.51	..	..
PUKOW arr.	..	..	..	..	Day	13.00	..	..
NANKING dep.	..	..	7.30	8.05	11.45	*14.20	15.35	22.30
CHINKIANG dep.	..	..	9.00	10.11	13.30	16.06	16.16	1.39
TANYANG dep.	..	..	9.36	10.56	14.12	16.41	19.06	..
CHANGCHOW dep.	7.00	..	10.34	12.19	15.08	17.39	20.20	3.50
WUSIH dep.	8.15	7.10	11.28	13.34	16.05	18.28	..	4.11
SOOCHOW dep.	9.35	8.11	12.29	14.54	17.01	19.31	..	5.10
SHANGHAI NORTH arr.	12.15	10.15	14.20	17.20	18.55	21.50	..	7.00

R. Restaurant Cars. *Connects with through Siberian Service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	19.55	22.18	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.35	18.35	21.30
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.26	7.46	10.16	12.26	14.11	15.41	17.56	19.21	21.42
SHANGHAI NORTH arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.00

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, October 6, 1917.

Money And Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 99=Tls.	1.01
@ 72.5=Mex.	$1.39
Mex. dollars Market rate	72.2
Bar Silver	—
Copper Cash	1781
Sovereigns:	
Buying rate @ 4/1⅛=Tls	4.84
exch. @ 72.5=Mex.	$6.68
Peking Bar	—
Native Interest	.08

Latest London Quotations

Bar Silver	46½d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London ....Fr.	27.41
Ex., N. Y. on London T.T. $	476⅛
Consols ..... £	—

Exchange Closing Quotations

London	T.T.	4/1⅛
London	Demand	4/1⅛
India	(nominal) T.T.	390
Paris	T.T.	568
Paris	Demand	569
New York	T.T.	98
New York	Demand	98⅛
Hongkong ..	(nominal) T.T.	68
Japan	T.T.	52½
Batavia	T.T.	233

Banks Buying Rates

London	4 m-s. Cdts. 4/3½
London	4 m-s. Docy. 4/3⅜
London	6 m-s. Cdts. 4/4
London	6 m-s. Docy. 4/4⅛
Paris	4 m-s. 590
New York	4 m-s. 102½

Customs House Exchange Rates For September

Hk. Tls. 3.95	@ 4/6⅞		£1
„ 1	@ 636½ =	Francs	6.98
„ 1	No quotation	Marks	†5.69
„ 0.53	@ 108½	Gold	$1
„ 1	@ 47½	Yen	2.36
„ 1	@ 15	Rupees	3.81
„ 1	@ 600	Roubles	6.68
„ 1	@ 1.50	Mex.	$1.50

† Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, October 6, 1917.

Official

Kochien Tugs Tls. 34.00
Oriental Cotton Tls. 34.00
S'hai and H'kew Wharf Tls. 62.50
Ayer Tawah Tls. 28.50
Kroewoeks Tls. 16.00

Unofficial

Shanghai Waterworks 6% debs. @ Tls. 85.00
Weeks 7% debs. @ Tls. 90.00
Langkats Tls. 14.25
Shanghai Docks Tls. 72.00

Singapore Rubber Auction

Singapore, September 19 and 20:—Following were the prices realised at the rubber auction this week:—

	Singapore per picul.
Sheet	
Smoked Fine Ribbed @	$127/123
Smoked Good Ribbed. „	123/113
Smoked Fine Plain... „	117/115
Smoked Good Plain... „	110/106
Unsmoked Fine Ribbed „	110/109
Unsmoked Good „ „	106
Unsmoked Fine Plain. „	110
Unsmoked Good Plain „	105/100
Crepe	
Fine Pale Thin..... „	131/125
Good Pale Thin ..... „	124/113
Good Pale Blanket... „	112/110
Good Brown Blanket. „	109/95
Fine Brown ..... „	117/105
Good Brown ..... „	108/95
Good Dark ..... „	97/78
Barky ..... „	83/40
Scrap	
Virgin and Pressed... „	79/52
Loose ..... „	91/70
Sheet	
Cupwashing ..... „	110/93

Catalogued for sale Pcls. 19,178 (about 1,142 Tons).

Sold Pcls. 14,064 (about 837 Tons).

Standard grades were again in good demand at this week's auction. Fine Ribbed Smoked Sheet realised up to $127, and Fine Pale Crepe up to $131, being $1 and $3 higher than last week respectively. Off grades of Ribbed Smoked Sheet and Pale Crepe were wanted and show a slight improvement as well. Fine Plain Smoked Sheet show an advance of $6, whereas Unsmoked Sheet of both descriptions were $2 to $7 lower than last weeks' best. Medium Crepes were in good demand and advanced on an average $2, but only a poor competition was experienced for Dark and Barky Crepes. Scrap was wanted and a few lots fetched comparatively good prices.

The sale was continued this morning, when the tendency was slightly easier. Only one lot of each of the Standard grades reached the top prices, and the average prices for Fine Ribbed Smoked Sheet and Fine Pale Crepe may be given as $125 and $129 respectively.

(Meyer & Measor).

"BICKERTON'S"

PRIVATE HOTEL
Established 21 years.

181 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class business under the personal supervision of the proprietress. 60 rooms, Separate baths, with hot and cold

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report.

Our last report was dated 28th ult.

White Silk.—The fall in exchange brought out some enquiry for Europe. The market has strengthened and prices show some Tls. 10 advance from lowest. For America we have not heard of any business, which is not surprising, considering the high prices that are at present asked in most quarters.

Tsatlees.—Silver Double Elephant, Tls. 540. Mountain, 4, Tls. 540. Gold Killing, Tls. 482½.

Tsatlee Filatures.—Black Horse, 1, 2, Tls. 675 av. Kung Kee Mars, 1, Tls. 597½.

Tsatlee New Style.—Gold Bird, Tls. 610. Soleil, 1, Tls. 612½.

Steam Filatures.—Business is reported for America at some Tls. 50 decline on last rates.

Tussah Filatures 8 coc.—Some interest has been shown in best grades at Tls. 350 av. Last purchases were in early August at Tls. 180 higher, i.e. Tls. 530 av.

Singapore Rubber Market

Messrs. R. N. Truman and Co., have received the following telegram from their Singapore Agents, dated October 3:—

No. 1 Smoked Sheet—$121 per picul equivalent to 2s. 5d. in London.

No. 1 Crepe—$123 per picul equivalent to 2s. 5½d. in London.

Market very flat principal buyers have no further orders, poor demand for low grade, plantation crepe average price dollars 10 below last week, offered 1,011 tons sold 552 tons.

London Rubber Market

Reuter's Service

London, October 5.—Today's rubber prices were:—

Plantation First Latex Crepe:
Spot: 2s. 9d. Paid.
January to March: 2s. 11d. Paid.
Tendency of Market: Firm.
Stocks in London and Liverpool: 13,703 tons.
Previous Quotation, London, Oct. 4:
Spot: 2s. 8¼d. Paid.
January to March: 2s. 10¼d. Paid.
Tendency of Market: Firms.

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Cable Address:
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Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

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Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling
Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

apital £1,200,000
Reserve Fund 1,900,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

mritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 13 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER.
Manager.

BANQUE DE L'INDO-CHINE

apital ..... Frs. 48,000,000.00
eserves ..... Frs. 48,000,000.00

Succursales et Agences:

ankok	Hanoi	Saigon
attambang	Hongkong	Shanghai
anton	Mengtze	Singapore
ibouti	Noumea	Tientsin
ondichery	Peking	Tourane
aiphong	Papeete	
nkoou	Pnom-Penh	

Bankers:

France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme
aid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
ondon office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling, £1,500,000 @ 2s. $15,000,000
Silver 18,500,000
$33,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
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Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government ...	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

35 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

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L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital ..... H.$2,000,000
Subscribed and paid up Capital ..... H.$1,371,500
Reserve Fund ..... H.$ 120,000
Investment reserve fund... H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ... $60,000,000.00
Paid-up Capital:
Chinese Government 10,000,000.00
Chinese Mercantile Community. 2,312,500.00
$12,312,500.00
Reserve Fund 1,892,564.85

HEAD OFFICE: PEKING.

Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 10 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG,
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 31, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ... Yen 48,000,000
Capital Paid-up ..... „ 36,000,000
Reserve Fund ..... „ 22,100,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Seattle
Changchun	Lyons	Singapore
Dairy	Mukden	Sydney
Hankow	Nagasaki	Sinanfu
Harbin	Newchwang	Tiehling
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kobe	Peking	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... $ 300,000.00
Reserve ..... $ 10,000.00
Deposits (June, 30, 1917) $1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus... U.S. $6,500,000.00
Undivided Profits... U.S. $1,348,000.00
U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461 (about £966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches.

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital... Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 600,000

HEAD OFFICE, 15 Gracechurch Street London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road.

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 21, 1913.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
No. 1 Kiukiang Road

Capital ..... Yen 30,000,000
Capital (Paid-up) .... Yen 18,750,000
Reserve ..... Yen 1,470,000
Deposits ..... Yen 120,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kuruma, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中華滙理銀行
Chung Foo Union Bank.

Statutes approved by the Government in 1916
Head Office: Tientsin
Capital $2,000,000.00
Paid-up Capital $1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

LAUNCH THIS SHIP, BOTTOM-SIDE UP

Norway's First Vessel Built Of Iron And Concrete Rights Herself In Water

London, August 23.—A Christiania despatch to the Times says the Norwegian iron and concrete ship was launched yesterday at the Parsgrund Cement Works. The ship is built on an entirely new system, with the bottom upward, in which extraordinary position the launching took place on a sort of underlying sledge which glided out with the ship. When the water was reached the hull became detached from the sledge and gradually sank up to a certain point; then subsequently slowly righted itself.

This particular ship, which is of 200 tons burden, was built in three weeks, but the next will only require about half that time, as the original frame will be used for each subsequent ship of the same size. It is intended to start the wholesale building of iron and concrete ships of 200, 500 and 1,000 tons.

Launch Services

TOMORROW

The tender conveying passengers and mails to the T.K.K. s.s. Korea Maru will leave the Customs jetty at 10 a.m.

The tender conveying passengers to the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 7, 1917

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
Europe via Siberia (P. Train)	†Via Pukow		7.00	..	..	..	..
River Ports	Kiangfoo	21.00	..	..	..	..	21.00
Chinwangtao	Kwangping	21.00	..	..		..	21.00
Chinwangtao	Yado maru	21.00	..	..	..	..	21.00
Peking and T'tsin (Every day)	Train		..	..	17.0	..	17.00
Tomorrow							
Japan via Nagasaki	Chikugo maru	..		..	..	120.00	19.30
Europe via Siberia	Via Pukow	A21.0	..	..	18.00	..	17.30
N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe..	Korea maru	..	..	8.00	..	..	..
N'saki, Kobe, Y'hama, C'da, U. S. & E'ope via U.S.A.	..	..	9.00	..	..	..	..
S. Francisco, Japan via N'saki	Korea maru	..	..	..	..	D2.00	5.30
Hongkong and Canton ..	Sunning	21.0	..	..	16.30	17.00	21.00
S. Fran. v. Japan, C'da, & E'pe	Korea maru	8.00	..	..	..	..	17(7)
Hongkong	..	..	17.00	..	..	..	..
U. Kingdom v. Canada or USA	..	..	17.00	..	..	..	..
Dalny, Manchuria & Europe..	Sakaki maru	..	..	..	..	120.00	19.30
River Ports	Kiangwah	21.00	..	..	..	..	21.0
Japan Ports ..	Chikugo maru	20.00	..	..	..	..	17.00
T'tsin (Daily except Sunday)		..	17.00	..	..	..	..
Hankow		..	17 00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tuesday, Oct. 9.							
Weihaiwei, Chefoo & Tientsin	Shuntien	13.30	15.30	..	..	..	18.00
Europe via Siberia(Express)	†Via Pukow		7.30	..	..	..	17(8)
Swatow and Hongkong		..	17.00	..	..	..	..
River Ports	Loongwo	21.00	..	..	..	..	21.00
Tsingtao, Manchuria & Dalny	Sakaki maru	19.00	..	..	..	..	18 30
Swatow, Hongkong & Canton	Wosang	21.00	..	..	16.30	17.00	21.00
Wednesday, Oct. 10.							
Europe via Siberia	Via Pukow	A21.00	..	..	18.00	..	17.30
Japan via Moji	Kasuga maru					120.00	19.30
Japan Ports	Kasuga maru	18.00	..	..	..	..	17.00
Amoy and Hongkong			17.00	..		..	..
Japan		..	17.00	..		..	..
Amoy, Hongkong and Canton	Shantung	21.00	..	..	16.30	17.00	21.00
Friday, Oct. 12.							
Japan and U.S.A. via Moji ..	Inaba maru	..	..	..	..	c16.00	15.30
Tuesday, Oct. 16.							
Japan via Nagasaki	Hakuai maru	..	..	..	..	x10.00	9.30

†Letters forwarded by this route only when specially marked.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

C Letters and boxes with declared value 3.30 p.m. Parcel post and money orders 3 p.m.

D Letters and boxes with declared value 8.30 a.m.

E Letters and boxes with declared value 9.30 a.m. Parcel post and money orders 9 a.m.

I Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Business and Official Notices

NOTICE

The undersigned beg to notify that they have opened an Agency at Shanghai, situated at No. A. 51 Kiangse Road, and have appointed Mr. T. Chow as Agent at Shanghai.

Please address all inquiries for Antimony Regulus, Antimony Crude and White Antimony Oxides to the above named agent.

Wah Chang Mining & Smelting Company, Ltd.

Changsha, Hunan.

15389

Tientsin-Pukow Railway Administration

Notification No. 264.

OWING to interruption of the Line between Techow and Hwang Ho Ya by flood, commencing from 1st October until further notice, our mail trains will be run and ordinary tickets be issued to and from Pukow and Hwang Ho Ya only and our local trains to and from Liang Wang Chuang and Techow only. The public will be duly notified as soon as arrangements for transhipment of passengers between Techow and Hwang Ho Ya and Tientsin and Liang Wang Chuang are made.

By Order,

THE TRAFFIC MANAGER.

Tientsin, 1st October, 1917.

15352

The Haw Yeng Chinese Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our prices for which are fixed at the very moderate rates of 40, 50 and 60 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.

No. 127 Peking Road

Between Honan and Shantung Roads

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

12709

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$575 B.
Chartered	£64 10s.
Russo-Asiatic	R. 250
Marine Insurances	
Canton	Tls. 320
North China	Tls. 105
Union of Canton	Tls. 760
Yangtsze	$200 B.
Fire Insurances	
China Fire	$130
Hongkong Fire	Tls. 290 B.
Shipping	
Indo-China Pref.	Tls. 100
Indo-China Def.	
"Shell"	107s. 6d.
Shanghai Tug (O)	Tls. 16 B.
Shanghai Tug (f)	Tls. 46½ S.
Kochien	Tls. 33 B.
Mining	
Kaiping	Tls. 9 B.
Oriental Cons.	27s. 6d.
Philippine	Tls. 0.80
Raub	$2½ S.
Docks	
Hongkong Dock	$115
Shanghai Dock	Tls. 72 B.
New Eng. Works	Tls. 12 B.
Wharves	
Shanghai Wharf	Tls. 70
Hongkong Wharf	Tls. 75 B.
Lands and Hotels	
Anglo French Land	Tls. 81
China Land	Tls. 50
Shanghai Land	Tls. 75
Weihaiwei Land	Tls. 2
Shanghai Hotels Ltd.	$9 B.
China Realty (ord)	Tls. 50
China Realty (pref.)	Tls. 50
Cotton Mills	
Ewo	Tls. 157½ B.
Ewo Pref.	Tls. 90
International	Tls. 85 B.
International (pref.)	Tls. 84
Kou-kung-mow	Tls. 60 B.
Oriental	Tls. 40
Shanghai Cotton	Tls. 114
Tung Yik	Tls. 14¾ B.
Yangtsepoo	Tls. 5.40 B.
Yangtsepoo Pref.	Tls. 90
Industrials	
Butler Tile	Tls. 22
China Sugar	$87 S.
Green Island	Tls. 7 B.
Langkats	Tls. 14¼ Sa.
Major Bros.	Tls. 5
Shanghai Sumatra	Tls. 100
Stores	
Hall and Holtz	$14 B.
Llewellyn	$60
Lane, Crawford	$100
Moutrie	$35
Watson	$6 S.
Weeks	Tls. 14¼ S.
Rubbers (Local)	
Alma	Tls. 0½ B.
Amherst	Tls. 1 S.
Anglo-Java	Tls. 9.90 B.
Anglo-Dutch	Tls. 4.40 B.
Ayer Tawah	Tls. 27½ B.
Batu Anam 1913	Tls. 0.95 B.
Bukit Toh Alang	Tls. 3¼ B.
Bute	Tls. 0.92½ B.
Chemor United	Tls. 1.15 B.
Chempedak	Tls. 10½ B.
Cheng	Tls. 2.20
Consolidated	Tls. 2.60 B.
Dominion	Tls. 9¼ B.
Gula Kalumpong	Tls. 6.60 B.
Java Consolidated	Tls. 18 B.
Kamunting	Tls. 5½ B.
Kapala	Tls. 0.90
Kapayang	Tls. 27½
Karan	Tls. 11¾
Kota Bahroes	Tls. 6¾ B.
Kroewoek Java	Tls. 16 B.
Padang	Tls. 12 B.
Pengkalan Durian	Tls. 9 S.
Permata	Tls. 3
Repah	Tls. 0.90 B.
Samagagas	Tls. 0.80 B.
Seekee	Tls. 7¾
Semambu	Tls. 1.20 B.
Senawang	Tls. 13½ B.
Shanghai Klebang	Tls. 0.80 B.
Shanghai Malay	Tls. 7 B.
Shai Malay-pref.	Tls. 11 B.
Shanghai Pahang	Tls. 1.60 B.
Sungala	Tls. 1.55
Sungei Duri	Tls. 11½
Sua Manggis	Tls. 5½ B.
Thai Kalantan	Tls. 0.92½
Shanghai Seremban	Tls. 0.70 B.
Taiping	Tls. 2
Tanah Merah	Tls. 1 B.
Tebong	Tls. 18 B.
Tiobri	Tls. 2½
Tiangbe	Tls. 5 B.
Miscellaneous	
A. I. and E. Lumber	Tls. 110
Bulty Dairy	Tls. 9 S.
Thai Elec. and Asb.	$9
Shanghai Trams	Tls. 61 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30
Thai Telephone	Tls. 76
Thai Waterworks	Tls. 165 B.

S. Sellers. Sa., Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398

Vessels To Arrive

From London		
Kaga Maru	Oct.	8
Katori Maru	Oct.	16
Kamo Maru	Oct.	30
From San Francisco		
Venezuela	Oct.	20
From Tacoma		
Chicago Maru	Nov.	8
From Seattle		
Yokohama Maru	Oct.	10

MISSION SUCCESSFUL IS LANSING'S REPORT

Secretary's Conversations With Viscount Ishii Said To Be Satisfactory

STEEL FOR TONNAGE

Believed U. S. Will Lift Embargo With Aid For Russian Supplies Assured

Washington, September 26.—Secretary of State Lansing stated today that the conversations with Viscount Ishii have been most satisfactory and that the visit of the Japanese mission has been most helpful in benefitting the relations of Japan and the United States and strengthening the bounds of friendship.

Well-informed circles consider that a most satisfactory understanding has been reached with America supplying Japan's steel needs providing that Japanese tonnage aids in transporting supplies from the United States to Russia.

The Japanese mission has been much impressed with the magnitude of the American military preparations and the wonderful rapidity with which the United States has been marshalling her financial, economic and military forces.—*Asahi.*

Passengers Arrived

Per I.-C. s.s. Kingsing from Tientsin:—Mrs. Belley and 3 children, Mrs. J. M. Smith, Mrs. Champan and child, Mr. and Mrs. Binder and 2 children. From Cheffoo:—Mr. J. J. Wade. From Weihaiwei:—Mrs. and Master Trueman and child, Mr. and Mrs. Algan and 2 children.

Per C.M. s.s. Hsinming from Tientsin:—Messrs. C. Sing, Wei, Donald, and Roth and baby, Mrs. Milzkennitz, Mr. and Mrs. Harloop and son, Mrs. Clarke, Mrs. Vennewitz and 2 children, Mr. and Mrs. Binder and child, Mr. Mordhart, Mr. Wikins, Mr. and Mrs. Middleston and child, Mr. Berry, Mrs. Hening and child, Mrs. T. Strewe and child.

Per C.M. s.s. Kiangwah from Hankow:—Mr. Olesen.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.N .s.s. Poyang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Lucnyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The N.Y.K. Yokohama-Shanghai line s.s. Chikugo Maru, with mails left Nagasaki for Shanghai on Friday, and may be expected to arrive at N.Y.K. wharf today, about 7 a.m. She will be despatched for Nagasaki on Tuesday, October 9.

Passengers Departed

Per C.N. s.s. Fengtien for Weihaiwei:—Mr. Norman Smith. For Chefoo:—Mr. and Mrs. Eckford. For Tientsin:—Mrs. Freeman, Capt. Bahnson, Mdme. Lossouarn and 2 children, Messrs. A. H. Swan, C. B. Thompson, M. L. Beurekdjian, H. A. Irwin, Boulton, D. Mennie, L. Hoxsey, H. Von Heidenstan, Berry, Wilton, Tsang and C. K. Chen.

AMUSEMENTS

APOLLO THEATRE

Programme for October 7th,

PEARL WHITE

The famous heroine of "The Iron Claw" will be screened in her latest romance

"THE KING'S GAME"

The first of our Winter season "Gold Rooster" Bookings—so note the date. You will find it is another "Apollo winner"

Pathe's American Gazette

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Two up-to-the-minute topicals.

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A magnificent series of Pathe-color views.

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Just a dash of fun that will make you smile

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At the Apollo—Always a good show.

MATINEE Today, at 3 p.m., showing first two episodes of

"MYSTERY OF THE DOUBLE CROSS"

An Unparalleled Attraction!

AT THE

ISIS THEATRE

(Corner of JUKONG and N. SZECHUEN ROADS)

Tonight at 7.15 and 9.15 p.m. **Tonight**

and

Matinee Today at 3 p.m.

THE SUPER-SERIAL PICTURE

"THE CRIMSON STAIN MYSTERY"

Showing Episodes 7 and 8 in 4 Parts, Entitled:

"The Devil's Symphony" and "In the Shadow Of Death"

On Monday, 8th October

The Spectacular Masterpiece

IN SIX PARTS

"THE SACRED VEIL"

CLARKE'S CIRQUE

Chang Su-ho Gardens

TONIGHT AT 9.15

Circus, Varieties and Charley Chaplin

In addition to a High-Class Equestrian and Variety Programme, Charley Chaplin at his best, in 3 Screamers:

"Charley Married"

"Charley on the Sands"

"Charley in the Park"

Last Matinee Today at 5.30

Final performance Tonight at 9.15

Prices 20 cts. to $2.00

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME

for October 7th.

"LILY AND TEDDY AT SEASIDE"

One of those charming Pathe-color films.

"The Two Little Vagabonds"

Showing last Episode,

"FANFAN AND CLAUDINET"

"LUKE'S LATE LUNCHERS"

Luke in one of his happiest moods.

CHANGE OF PROGRAMME Every Monday and Friday

Matinee Today at 2.30 p.m.

Admission Prices, 30 cts., 20 cts. and 10 cts.

Commencing October 8th.

The final two Episodes

"LIBERTY"

FOUR REELS.

Victoria Theatre

TONIGHT AND TOMORROW NIGHT

EDNA GOODRICH

IN

"The Making of Maddalena"

AND

CHARLIE CHAPLIN

IN

"THE VAGABOND"

MATINEE, TODAY AT 3.15

SHOWING

"Gloria's Romance"

AND

"THE VAGABOND".

ON TUESDAY, OCTOBER 9th

DEBUT OF

"The Collier Girls"

The Eminent Australian Artistes,

SUPPLYING GOOD FUEL, BRIGHT CLEAN & WARM.

LATEST SONGS—LATEST DANCES

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LATEST STYLES IN PARISIAN MODES

At the **Olympic Theatre**

Showing Dustin Farnum

IN

"BEN BLAIR"

IN FIVE PARTS

And Other New Films

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct 8	10.00*	San Francisco	Korea maru	Jap.	Alexander
" 13		San Francisco	Colombia	Am.	P. M. S. S. Co
" 13	7.00*	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
" 18		San Francisco	Siberia maru	Jap.	Alexander
" 20	"	San Francisco	Pangan	Sis.	K. A. Co.
" 29	"	San Francisco	Tenyo maru	Jap.	Alexander

FOR JAPAN PORTS

Oct	8	10.00*	Nagasaki, Kobe & Yokohama	Korea maru	Jap. Alexander
"	9	5.00*	Nagasaki, Moji & Kobe	Chikugo maru	Jap. N.Y.K.
"	11	7.00*	Moji, Kobe & Osaka	Kasuga maru	Jap. N.Y.K.
"	12	3.00	Nagasaki	Pensa	Rus. R.V.F.
"	13	9.00*	Nagasaki, Moji and Kobe	Hakusan maru	Jap. N.Y.K.
"	13	7.00*	Kobe	Inaba maru	Jap. N.Y.K.
"	16	"	Nagasaki, Moji & Kobe	Asama maru	Jap. N.Y.K.
"	18	"	Nagasaki, Kobe & Yokohama	Siberia maru	Jap. Alexander
"	20	"	Nagasaki, Moji & Kobe	Omi maru	Jap. N.Y.K.
"	26	"	Kobe	Kaga maru	Jap. N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Oct	13	7.00*	Liverpool via ports	Kitano maru	Jap. N.Y.K.
"	14	"	London etc.	Shidzuoka maru	Jap. N.Y.K.
"	14	"	Spore & Rangkok via Ports	Selan la	Dan. E.A.Co.
"	28	"	Liverpool etc.	Hirano maru	Jap. N.Y.K.

FOR SOUTHERN PORTS

Oct	7	D.L.	Swatow & Hongkong	Anhui	Br. B.&S.
"	7	D.L.	Swatow, Hongkong & Canton	Woosang	Br. J.M. & Co.
"	8	4.00	Ningpo	Hsin Peking	Br. B.&S.
"	8	4.00	Ningpo	Hsin Ningshai	Chi N.S.S.Co
"	9	4.00	Ningpo	Kiangpoo	Chi. C.M.S.N.Co.
"	9	D.L.	Hongkong & Canton	Sunning	Br. B.&Br
"	11	D.L.	Amoy, H'kong & Canton	Shantung	Br. B.&S.
"	12	7.30*	Hongkong	Yokohama maru	Jap. N.Y.K.
"	14	D.L.	Swatow & Hongkong	Yingchow	Br. B.&S.
"	16	D.L.	Hongkong & Canton	Chenan	Br B.&S.
"	19	"	Takao via F'chow & K'lung	Keelung maru	Jap O.S.K.
"	30	"	Manila & Hongkong	Venezuela	Am. P. M. S. S. Co.

FOR NORTHERN PORTS

Oct	7	D.L.	Tsingtao	Sanyo maru	Jap. S.M.R.
"	7	D.L	Tsingtao	Esang	Br. J.M.& Co
"	9	3.00	Weihaiwei, Chefoo & T'tsin	[illegible]	Br. B.&S
"	12	3.00	Vladivostock	Pensa	Rus. R.V.F.
"	12	10.30*	Tsingtao and Dairy	Kobe maru	Jap S.M.R.
"	18	10.00*	Weihaiwei, Chefoo & T'tsin	Tungchow	Br. B.&S.
"	18	3.00	Wh.w C'foo & T'tsin	Shengking	Br B.&S.
"	22	"	Tientsin, Dairy & Tsingtao	Kohoku maru	Jap. O.S.K.

FOR RIVER PORTS

Oct	7	M.N.	Hankow etc.	Kiangtoo	Chi. C.M.S.N.Co.
"	8	M.N.	do	Sungkiang	Br. B.&S.
"	8	M.N.	do	Taioo maru	Jap. N.K.K.
"	8	M.N.	do	Kiangwah	Chi. C.M.S.N.Co.
"	9	M.N.	do	Loongwo	Br. J.M.& Co
"	9	M.N.	do	Chungking	Br. B.&S.
"	9	M.N.	do	Nanyang maru	Jap. N.K.K.
"	10	M.N.	do	Poyang	Br. B.&S.
"	12	M.N.	do	Lueny i	Br B.&S.
"	13	M.N.	do	Nganki	Br. B.&S.

A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Oct 6	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
" 6	Hongkong	Woosang	1127	Br.	J.M.& Co	SHW
" 6	Hongkong	Sunning	1570	Br.	B.&S.	CNW
" 6	Hankow	Kiangwah	2101	Chi.	C.M.S.N.Co	KLYW
" 6	Hankow	Taioo maru	1756	Jap.	N.K.K.	LPDW
" 6	Hankow	Tungting	1264	Br.	B.&S.	CNW
" 6	Chefoo	Heinming	1428	Chi.	C.M.S.N.Co	KLYW
" 6	Chinwangtao	Fwangping	1244	Br.	K.M.A.	KMAW
" 6	Chefoo	Kingsing	1223	Br.	J.M.& Co.	SHW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Oct 6	Hankow etc.	Wuchang	1719	Br.	B.&S.
" 6	Tientsin & Dairy	Keelung maru	963	Jap.	O.S.K.
" 6	Foochow	Hsinchi	1585	Chi.	C.M.S.N.Co.
" 8	Japan	Chikusen maru	2578	Jap.	N.Y.K
" 6	Hankow etc.	Tachang maru	1869	Jap.	N.K.K.
" 6	Weihaiwei, Chefoo & T'tsin	Fengtien	1073	Br.	B.&S.
" 6	Dairy	Sakaki maru	1346	Jap.	S.M.R.
" 6	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangtoo, Captain A. S. Malcolm, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Sungkiang, Captain H. Trowbridge, will leave from the French Bund on Monday, October 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. Tafoo Maru Capt. S. Hosokawa, will be despatched from pootung N.K.K. wharf on Monday, October 8, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3366.

HANKOW and PORTS.—The Str. Kiangwah, Capt. John McArthur, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Nanyang Maru, Captain K. Takeshita, will be despatched from N.Y.K. wharf on Tuesday, October 9, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3366.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo tons 3,925 Capt. Findelson, will leave on Tuesday, October 9, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Tuesday, October 9, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Wednesday, October 10, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Lueny i Captain Frazier, will leave from the French Bund on Friday, October 12, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Nganking Captain Newcomb, will leave on Saturday, October 13, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Anhui, Captain Eedy, will leave from the French Bund direct for the above ports on Sunday, October 7, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, October 8, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, Oct. 9, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Shantung, Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, October 11, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, October 14, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Chenan, Captain Barkus, will leave from the French Bund direct for the above ports on Tuesday, October 16, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Keelung Maru Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on October 19. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on November 9, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien Capt. Northcombe will leave from the French Bund on Tuesday, Oct. 9, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund light. For Freight or Passage apply Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Saturday, October 13, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, October 16, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Kohoku Maru, Capt. M. Oyama, will be despatched from the Co.'s pootung wharf on October 22, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The s.s. Korea Maru 18,000 tons, Capt. T. Ota, will be despatched on Monday, October 8. Tender conveying passengers and mails will leave Customs jetty at 10 a.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMMIDZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kohayashi, will be despatched from on Tuesday Nov. 13, at ——— Though Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee & St, Paul Railway Co. at seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs Jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

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FAST SCHEDULE SERVICES.

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*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

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Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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Agents. 21-23 French Bund.

Freight: Telephone N. 77.
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The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO

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S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917
S.S. "Colombia"	Jan. 3 1918

SAILINGS FOR MANILA AND HONGKONG

S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917
S.S. "Venezuela"	Jan. 12, 1918

(Subject to change)

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For further information re freight and passage, apply to

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SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

		arr.	leave.
"MANILA MARU"	(18,000 tons) Capt. N. Kobayashi,	Nov. 12,	13
(For Hongkong)		arr.	leave.
"CHICAGO MARU"	(12,000 tons) Capt. T. Saito.	Nov. 8,	9

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau		arr.	leave.
"KOHOKU MARU"	(2,610 tons) Capt. M. Oyama,	Oct. 19,	22
For Foochow, Keelung and Takao			
"KEELUNG MARU"	(1,569 tons) Capt. T. Kamiashi,	Oct. 17,	19

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

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to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver	$546.12	St. Louis	$658.57
Seattle	557.21	Toronto	734.82
Portland	574.13	Buffalo	728.47
San Francisco	629.33	Montreal	756.36
St. Paul	670.94	Boston	753.05
Chicago	697.30	New York	760.36

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We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
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For through bills of lading, quotation of freight rates, etc. apply to
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PROPOSED SAILINGS FOR SAN FRANCISCO.

KOREA MARU	18,000 tons, from Shanghai,	Oct. 6 1917
SIBERIA MARU	18,000 tons, from Shanghai,	Oct. 16 1917
TENYO MARU	22,000 tons, from Shanghai,	Oct. 30 1917
SHINYO MARU	22,000 tons, from Shanghai,	Nov. 26 1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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REDUCED RATES TO MISSIONARIES

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For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
*KITANO MARU	16,000	———	Oct. 13
SHIDZUOKA MARU ...	12,500	———	Oct. 14
*HIRANO MARU	16,000	———	Oct. 28

FOR HONGKONG.

YOKOHAMA MARU ..	12,500	———	Oct. 12

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

INABA MARU	12,500	Capt. K Higo,	Oct. 13
SADO MARU	12,500	Capt. M. Shinohe,	Nov. 17

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. Y. Yui,	Oct. 9
HANASAKI MARU ...	3,500	Capt. A. Kusakaru,	Oct. 13
HAKUAI MARU	5,000	Capt. K. Takano,	Oct. 16
OMI MARU	7,000	Capt. M. Machida,	Oct. 20
YAMASHIRO MARU ...	7,000	Capt. K. Sudzuki,	Oct. 23

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. K. Yagiu,	Oct. 11
KUMANO MARU	9,500	Capt. S. Saito,	Oct. 18

KOBE TO SEATTLE

FUSHIMI MARU	21,000	Capt. T. Irisawa.	Oct. 12

FOR JAPAN

KAGA MARU	12,500	———	Oct. 26
INABA MARU	12,500	Capt. K. Higo,	Oct. 13

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
NIKKO MARU	10,000	———	Oct. 16, 1917
AKI MARU	12,500	———	Nov. 13, 1917
TANGO MARU	14,000	———	Dec. 18

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Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

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The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

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T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai, Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 1230 p.m.

July 1st, 1917, and until further notice

Mail 101	Mail 1.	Luxe 1.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4.	Mail 102.
a. s.	B. s.	B. S.			B. S.	B.	B. s.
2088	836	800	0	dep. Peking arr.	2230	1960	1080
2345	1113	638	. .	arr. Tientsin-Central dep.	1988	1700	750
2340	1137	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1135	630	. .	arr. Tientsin-East dep.	1900	1648	700
1910	530	2340	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3.			Tientsin-Pukow Line		Mail 4.	Local 6.
	B. s.					B. s.	
718	1130	—	0	dep. Tientsin-East arr.	—	1708	1618
735	1148	—	2.71	arr. Tientsin-Central dep.	—	1655	1602
748	1200	—		dep. Tientsin-Central arr.	—	1631	1547
1133	1500	—	73	dep. Tsangchow dep.	—	1332	1221
1457	1748	—	148	dep. Tochow dep.	—	1048	938
1801	2021	—	—	arr. Tsinanfu dep.	—	808	640
7.	:		220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	758	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	028	—		arr. Yanchowfu dep.	—	349	1311
1318	048	—	318	dep. Yanchowfu arr.	—	339	1256
1558	316	—	377	dep. Lincheng dep.	—	120	1033
1814	490	—	—	arr. Hsuchowfu dep.	—	2338	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2077
1154	818	—	523	arr. Pengpu dep.	—	1958	1443
1206	840	—		dep. Pengpu arr.	—	1946	1432
1657	1132	—	600	dep. Chuchow dep.	—	1648	923
1848	1300	—	631	arr. Pukow dep.	—	1530	738

Express 16.	Express 10.			Shanghai-Nanking Line		Express 1.	Express 15.
a. s.	B.					B.	B. s.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1430	. .	. .	dep. Nanking arr.	. .	1418	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Tsochowfu-Tsiningchow Branch Line				Linchang-Tsochuang Branch Line			
930	1350	2130	d. Tsochowfu a.	630	1220	2008	
1032	1455	2232	a. Tsiningchow d.	528	1118	1858	
530	1110	1800	d. Linchang a.	810	1410	2100	
628	1219	1900	a. Tsochuang d.	708	1308	1958	

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only 230 — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday.**

Allies Winning The War Now

(Continued from Page 1)

a sense of comfort and security through its continued presence. In addition to this the officers and men of our Fleet by participating in our social affairs and our sports have added to the brightness and cheerfulness of the community.

"But there are greater reasons why we as American citizens should do all honor to American Naval Officers. We know that these officers entered the Naval Academy at an early age. When commissioned they practically dedicate their lives to the service of their country. They devote themselves through the years of this service to works that are intended entirely for our country's protection and welfare. They lead lives of rigorous discipline. There are many discomforts and inconveniences, through frequent shifts from one distant sea and post of duty to another. It is impossible for them to maintain fixed homes.

"They suffer many separations from their families and their friends. In this profession there is an endless study of the new and difficult problems that are constantly arising. We know that they hold themselves ever in readiness to sacrifice their lives if necessary for their country's honor and welfare. Then, when we consider how well many of these gentlemen with their abilities and their talents might have provided for themselves in private life, we know that their lives have been governed by the highest and noblest of motives, —love of their country and loyalty to its best interests. And when we remember that our country has had over forty-two years of devoted service from Admiral Knight, I know that I express the feelings of all of you when I say that we cannot too highly honor him.

"Admiral Knight, the American Association of China extends to you and to your officers a most hearty welcome. We trust that if duty will permit you will visit this port frequently and that your visits will be extended."

Welcome From Consul

Consul-General Sammons followed the Admiral with further testimonials of welcome to the Navy Chief, expressing the hope that Shanghai might see more of him in future.

"All Americans are glad to welcome our Admiral and to thank him for this return visit, if only for a few days," said the Consul-General. "Although, fully realising that under existing conditions it may be necessary for Admiral Knight shortly to proceed elsewhere, I had hoped to have the great pleasure, on behalf of the American community, of expressing the unanimous wish that Miss Knight would be with us for an extended visit. All who reside in the Far East feel a sense of security when the navy is represented in their locality, and if we could have had the Admiral's daughter, we might be doubly assured that the entire United States Asiatic Fleet would be particularly interested in Shanghai.

"While always welcoming the American Navy to Shanghai, there has heretofore been a lack of facilities for extending hospitality such as now exist. During 1917, however, Shanghai Americans have added two new Clubs to their already long list of organisations, and these up-to-date centers for the perpetual extension of hospitalities have gladly been thrown open to the American Navy and most cordial invitations to make use of the accommodations afforded were promptly issued.

Regret Ships' Absence

"On behalf of these who take such an active interest in providing suitable accommodations for the men of the visiting American Naval vessels, it becomes necessary to express regret at the continued absence of so many of the larger ships. This has rendered retrenchment imperative but has not forced the abandonment of the commendable efforts that have been and are being made.

"And yet, its an ill wind that blows no good, for if the Flagship had been more in evidence during the recent baseball season, the Shanghai team would have been forced to part with at least some portion of its heavy load of well-won laurels.

"We trust, however, the time is not far distant when the Admiral will be able to come to Shanghai for longer visits, and thereby afford the American community an opportunity to become better acquainted with him and his officers. Thus, also, those who, on casual acquaintance, confuse the American Admiral with the American Consul General or the Canadian Trade Commissioner, may learn the error of their ways.

"But whether with us on long or short visits, I am confident the Admiral will be glad to assist the American Association of China in securing a suitable American naval buoy, as well as being of service to the American community in any worthy undertaking. It has been a great pleasure to me, as the representative officer of our Government here, to place before the higher authorities a proposition not only to have the buoy but to anchor it near our recently acquired Government property together with providing a concrete and marble landing platform so that the Admiral in his barge may come alongside, and enable him to approach American officials direct from his Flagship.

"This reference to the American Government property reminds all concerned that this Association has always been most active in advocating American Government ownership of our official quarters at Shanghai. We now have the most desirable site to be had and at a price that has made the investment highly profitable to our Government.

"In due course an American Government building, of which all may justly be proud, remains to be provided for this magnificent site. In securing it this Association will no doubt renew the activities that characterised its indefatigable efforts on behalf of American ownership of the permanent quarters now occupied by American officials stationed here."

CANTONESE CHURCH DEDICATED TODAY

Four Days' Exercises To Be Held In Celebration Of Opening Of Permanent Home

The formal dedication of the Cantonese Union Church will take place this afternoon at 2:30 at the church. Tomorrow evening at 8 o'clock there will be a reception for foreign and English speaking Chinese friends. Tuesday afternoon at 3 o'clock there will be a reception for officials, gentry and business men and Wednesday afternoon at 3 o'clock there will be a meeting for students.

The reception Monday evening will be the most elaborate affair. There will be a program of musical selections and addresses and refreshments will be served. Dr. Fong F. Sec will preside. An address will be made by American Consul-General Sammons. Mr. S. K. Tsao also will speak. Songs will be sung by the St. John's University Glee Club. Mrs. H. C. Mei will give a vocal solo and Miss S. Alice Sun a violin solo. The invocation will be given by the Rev. D. Willard Lyon, D.D., and the benediction by the Rev. George F. Fitch, D.D. Mr. Au Ben will act as chairman at the reception Tuesday afternoon and Mr. T. Y. Lum will preside at the meeting Wednesday.

The dedication of the church today will be the culmination of two years' effort. The initiative in the project was taken by Dr. Mary H. Fulton and today the church has a permanent home and a membership of more than a hundred. Dr. Fong F. Sec and Au Ben have been elected elders. Among the contributors whose gifts made possible the church are Dr. Fulton, Dr. Mary C. K. Chang, Mr. and Mrs. Au Ben and Mrs. Charles P. Turner of Philadelphia.

News Brevities

Mr. T. R. Jernigan was a visitor in our office yesterday to tell us that we put the wrong headline on the article by him which appeared in yesterday's issue. Our caption was: "Mr. Jernigan finds Peking Government is unconstitutional." Mr. Jernigan's idea of what it ought to have been is: "One view of the Peking Mandates"—which proves that as a newspaperman Mr. Jernigan is a good lawyer. However, it was a constructive and helpful article under either caption and we hope will do the good its writer intended.

* * *

The exchange banks will be closed next Wednesday, Oct. 10, owing to the celebration of the National Festival.

* * *

Mr. and Mrs. Russell Bassett are departing for Japan tomorrow.

* * *

A mail going to Manila direct will close at the American Post Office at 5 p.m. today.

* * *

Mr. Harry E. Babcock, the former Columbia University athlete who won the pole vault at the Olympic meet in Stockholm, has left Peking for home to join the army. Mr. Babcock came out to China to join the Standard Oil Company but has for some time been with the Peking office of Fearon, Daniel and Co.

* * *

The death in action of Captain A. N. Joseland of Amoy and Hongkong is reported in the Hongkong Daily Press. He was killed in East Africa on September 22. Captain Joseland left Hongkong in December, 1914, and obtained a commission in the East Surrey Regiment. He was sent to the Cameroons early in 1915 and later to East Africa. Captain Joseland, who was only 25 years old, was one of the popular men of Hongkong. He had been married only last November to Miss Agnes Macdonald.

* * *

Hankow has given another of its young men to the Allied cause in the person of Eric Claxton, son of the Rev. A. E. Claxton of the London Mission. The young man, who was only 20 years old, had been in the trenches only five days when he was killed.

* * *

Lieut. K. M. Bourne, son of Sir Frederick Bourne, has been awarded the Military Cross, it has been learned. He is serving in the South Lancashire Regiment, which played a gallant part in the battle of Messines Ridge.

* * *

In the presence of many relatives and friends Mr. W. M. Green, of the P. O'Brien Twigg drug manufactory, and Miss Dorothy Ferris, daughter of Mr. and Mrs. F. F. Ferris, were married yesterday afternoon. The ceremony was performed by the Rev. Dr. McGillivray, and was witnessed by American Consul-General Sammons.

* * *

An inventory was taken yesterday of the showroom of Siemens and Company by representatives of the office of the Commissioner of Foreign Affairs and engineers from the Chinese Telegraph Administration. The articles were then packed up and sent to the office of the Defence Commissioner at Lunghua for safe-keeping.

CHINA ANSWERS ALLIES

(Reuter's Agency War Service)

Peking, October 6.—The Chinese reply concerning the Allied concessions and desiderata was delivered last night. Its details are not yet available though it is understood that the Chinese Government expresses thanks for the concessions and concedes some of the desiderata, but the reply to the others is non-committal.

Men's Total Abstinence League's First Social

Initial Meeting Of Season At Union Church Is Well Attended

The Men's Total Abstinence League held its first gathering of the season last evening in the large hall of the Union Church, when a large company of members and friends attended. A very pleasing feature of the meeting was the presence of quite a number of ladies. A splendid program of music and recitations was rendered by Miss L. J. Bucklar, Miss Lelia Tuttle, Miss Lamond and Messrs. W. J. Haynes, E. J. Dingle, F. W. Gill and D. Roberts. Mrs. J. C. McCracken acted as accompanist.

Mrs. S. I. Woodbridge and Mrs. W. M. Cameron were in charge of the refreshments. They were assisted by a number of ladies in providing the very fine refreshments served during the interval.

Miss I. C. Bouser undertook the decorations. Her able assistance added greatly to the general success of the evening.

A short address was given by Mr. Gilbert McIntosh who has recently returned from a trip to Great Britain and America. It was pointed out that the Committee are planning to have four meetings during the winter and that it is hoped that all total abstainers will come forward and support the work, also that any men desiring to try total abstinence will make themselves known to the secretary, Dr. H. Bryan, or to any member of the League.

The officers and Committee for this year are: President, Mr. L. E. Canning; Vice-Presidents, Dr. W. H. Lacy and Mr. W. R. Kahler; Committee, Dr. I. Bryan (secretary), Messrs. W. M. Cameron (chairman of committee), W. H. Emberley, J. J. Evans, L. Kershaw, E. Kilner (treasurer), I. Mason and Dr. J. C. McCracken.

Women To Make Study Of Great Composers

Music Department Of Club Will Meet Wednesday To Plan Year's Work

The Music Department of the American Woman's Club will hold a meeting Wednesday afternoon at 5 o'clock with Mrs. Webb at the Astor House, for the purpose of furthering its year's work. At the preliminary meeting last Friday several plans were discussed. The plan for study approved was to take the composers of the past century who undoubtedly have exerted the greatest influence, grouping them under their countries, and the time in which they lived; to have different musicians in the class illustrate the characteristics of the composers, and the themes as they present themselves in the compositions. As for instance:

America, MacDowell, Parker; Poland, Chopin; Norway, Grieg; England, Sullivan; Germany, Wagner.

The study is pre-eminently for music lovers, not merely for those who are performing musicians. Those members of the Club who wish to have a better knowledge of composers and their distinctive work, and a clearer understanding of musical form and interpretation, will be interested to attend this meeting. The time and place of future meetings is left open in order to consult the wishes of the meeting on Wednesday.

E. African Germans Retreat On Nangano

Evacuating Valley Of The Mebemkuru; British Are Following Them Up

(Reuter's Agency War Service)

London, October 5.—An official despatch from East Africa reports that, in the valley of the Mebemkuru, the enemy are retreating towards Nangano. We are following them up.

LINLING REVOLT

Reuter's Pacific Service to The China Press

Peking, October 6.—There are still no developments of the Linling revolt. The Yunnanese troops which are reported to have been despatched to Hunan have not left and it is believed that they will remain in Canton.

Meanwhile, the forces under the command of the Military Governor of Hunan, General Fu Liang-tso, have been strengthened by the arrival of the whole of the 20th Division and most of the 8th Division.

In consequence of the desertion of the Hunan troops despatched to suppress the rebels at Linling, General Fu Liang-tso has proclaimed that, if the deserters return to their duties, they will be given two months' pay and sent to their homes. It is understood that this order applies to other Hunan troops who are not willing to fight their fellow provincials at Linling.

McClure Calls Terauchi's Work In Korea Wonderful

American Publicist Compares Japanese Rule Under Present Premier To Overseas Work Of Britain And America

By S. S. McClure

There is one achievement that one may take as a measure of the capacity of the Japanese government, and that is the redemption of the people of Korea from creatures of cruelty and injustice and the establishment in Korea of a just and beneficent government.

There are three pieces of work accomplished in recent years that encourage one—the work of England in Egypt, the work of the United States in the Philippines and the work of Japan in Korea.

England entered Egypt almost accidentally, she remained reluctantly, but now the possession of Egypt and the control of the Suez Canal is vital to the safety of the British Empire.

Japan was forced to annex Korea as a vital measure of national security. England and the Egyptians and the world were fortunate in having Lord Cromer to do the work in Egypt. In Korea we have the work of another great pro-consul in Count Terauchi. In studying Korea, the personality and character of Count Terauchi began to emerge, until I was able to form an impression of the man. I interviewed many Americans and English in regard to Terauchi. There was but one opinion of him. I quote from an interview with Dr. Gale, a Canadian, who has lived 25 years in Korea and who, I was told, was one of the best informed men in Korea. He said in part:

Terauchi Immodest

"Count Terauchi always creates an impression of total self-unimportance and yet you feel that he is the real thing. He had been Minister of War during the Russian war, and he handled that situation splendidly. The troops went through here and everything was orderly and finely organised. The troops were landed, horses came up and there was almost silence and everything going according to an appointed program. They went through Korea without touching anything. There was no drunkenness—the best behaved fellows you ever saw. It impressed me very much. I thought that a people who could do this were in for a great program in the future. This was Terauchi. He came in Korea in 1910 with the annexation. We expected that there would be trouble. They had troops ready in case of trouble. He got hold of all those young students who were likely to make trouble and said to them: 'Study and be useful men but no politics.' Terauchi is a good man to be with but a bad man to be against. There was no trouble. A year after the annexation I started to visit a friend the other side of Seoul. I was held up an hour by a crowd of people, happy people in holiday mood. The cars could not pass through for an hour. It was the anniversary of the annexation and this was the celebration by the Korean people. When I arived at my friend's I said: 'I was held up an hour.' 'What for?' said he. 'Why, there is an immense crowd out celebrating the anniversary of the annexation.' He replied: 'Well, what fools!' But it had been a year of peace.

Koreans Are Thankful

"We have unfortunately had cases of unkindness to Koreans before Terauchi came in but since that time I only know that any country may be thankful if they can live under as quiet a Government as this. The Korean can now put his money in the bank and get it out. And every effort is made to help him in every way."

The universal opinion of Count Terauchi that I found was this: A man very able, wise, sincere, just, and modest to an extraordinary degree.

There are many Japanese soldiers in Korea, but most of the police and school teachers are Koreans. There are thirteen provinces in Korea, and six of the thirteen governors are Koreans.

The Japanese Government out of its own budget pays all the expenses of the army, the school teachers, the police and the salaries of all government officials. All taxes raised in Korea are spent for the Korean people, most of the police and two-thirds of the teachers in the Korean schools are Koreans, and although Japan herself lacks sufficient schools above the primary grade, out of the Japanese budget about fifty new schools are established in Korea each year.

In all the schools special attention is given to industrial training and the products in the schools by children from seven to eight years of age show remarkable skill. Besides maintaining experimental farms the Government also maintains Provincial industrial schools giving instruction in agriculture, commerce and various trades. The industrial school in Seoul is connected with the Government; in it instruction is given in practically all the trades and occupations possible in Korea. I was taken through a room which looked like a commercial museum or exposition. There were exhibited various textiles, also silk and cotton products, farm tools, soap-making, various kinds of pottery and table dishes and various dyes. I went through the buildings where the students were at work at and it was like going through a series of machine shops. There was every kind of work being done. It was a plant composed of many industries. There was special training in dyeing and special facilities for chemistry. In this school three-fourths of the teachers are Japanese. The students are nearly all Koreans and most of the graduates achieve important positions either in business or public offices.

Shows Country's Progress

In no country have I ever seen a school so well adapted to the needs of the youth of the country. In fact the education all over Korea has an industrial slant, reminding one very much of the Gary schools. The Japanese have their own schools. Among the 284 elementary schools for the Japanese, 29 follow the curriculum of agriculture, 8 of commerce and 96 general training. There are also industrial high schools for girls and a school for the training of elementary teachers. A special effort is being made for preparing teachers in Korea for the common schools.

The work of Count Terauchi and his successors is shown in the economic progress of Korea. The production of coal and silver, iron ore, and other minerals has considerably more than doubled in the last six years, while the production of cocoons has increased more than three-fold. In agricultural products, the increase between the years 1910 and 1914 is as follows: rice, 53 per cent; wheat and barley, 69 per cent; cotton, 75 per cent; cocoons, 231 per cent; cattle, 85 per cent. The expenditures run to $58,000,000 a year.

In ten years their foreign trade has increased more than 2½ times. Manufacturing in Korea includes dyeing, weaving, silk and cotton spinning, manufacture of paper, earthen ware, flour mills, tobacco factories, etc., and of these factories 465 are in the hands of Japanese and 175 are in the hands of Koreans. While there are 3,345 Japanese workingmen employed in these mills there are 17,325 Koreans.

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15395

Business and Official Notices

CUSTOMS NOTIFICATION.

No. 885.

Notice is hereby given that the Custom House will be closed and the shipment and delivery of cargo suspended on Wednesday, the 10th October, the day fixed by the Government as a National Festival.

R. H. R. WADE,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 5th October, 1917.
15417

Shanghai Foreign Exchange Bankers Association.

The Exchange Banks which are members of the above Association will close for the transaction of public business on Wednesday, the 10th October, the day fixed by the Chinese Government as a National Festival.
15409

SALESMANSHIP

"That there is a great demand for trained salesmen in China is well known by every company operating here. Please advise me whenever you have men completing your Course in Salesmanship."

"I would strongly recommend that any young men entering business in China, more especially those wishing to cooperate with foreign firms, take up your Course in Salesmanship."

These quotations are from letters received from salesmanagers connected with two of the foremost selling agencies in China. They know the high quality of training offered by the I.C.S. and they are anxious to employ men with I.C.S. training.

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—Architecture	—Mechanical "
—Navigation	—Telegraph "
—Drafting	—Marine "
—Surveying	—Steam "
—Accounting	—Gas Engines "
—Stenography	—Automobile "
—Good English	—Concrete "

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Saturday,
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Wednesday,
October 24th.

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Pure Cashmere Socks	0 89 ,,
All Wool Stockings	1 18 ,,
Felt Slippers, all sizes	1.18 ,,
Glace Kid Shoes (ladies')	4.50
Damask Tabling from	0 75 yd.
Donegal Tweed per 7 yd.	11 95
Heavy Face Towels	3.50 doz.
Hemstitched Handkerchiefs	0.69 ,,
Heavy Bath-Towels 27 X 58	1.38 e.ch
American Bedsheets	1.62 ,,
Woollen Vests from	0 75 ,,
Heavy BATH-MATS	1.89 ,,

And Hundreds of other Bargains.
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International Recreation Club

KIANGWAN RACES

10th October, 1917

1st Saddling Bell at 11.30 a.m.

Tiffin Interval after 3rd Race.

SPECIAL TRAINS: 11.00 a.m., 11.35 a.m., 1.00 p.m. and 1.25 p.m.

ENTRANCE TICKETS: $1.00 each.

RACE TIFFINS: Tiffins will be served by Messrs. Shepherd and Yih Tse-shan, at the Race Course.

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Y. J. CHANG,
Secretary.
15408

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MARRIAGE

GREEN-FERRIS—On Oct. 6, at 1 Kiangwan Road, by the Rev. D. M. McGillivray, in the presence of American Consul-General Sammons, Dorothy, daughter of Mr. and Mrs. F. F. Ferris of Shanghai, and Park Edward, son of Mr. W. M. Green of Hastings, Mich.

DEATHS

COLLACO—At his residence, No. 24a North Honan Road Extension, on the 6th of October, 1917, Raymundo Jose Collaco, aged 31. Interment takes place today, Sunday, starting at 3 p.m. from the Church of Sacred Heart of Jesus to the Pahsienjao cemetery. Requiem Mass for the Deceased will be held at the above CHURCH, on Monday, the 8th of October.

Shanghai Race Club

Autumn Meeting, 1917.

The entries for the Autumn Race Meeting will close at the Grand Stand, at 4 p.m., on Saturday, 13th October, 1917.

Members leaving Entries at the Grand Stand are requested to deposit them in the Box in the Secretary's Office labelled: "Entries for the Shanghai Races."

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
15415

FOR SALE

The Central Garage Company, Ltd.
(in Voluntary Liquidation)

The business of the above Company is for sale as a going concern, including Building, Plant, Motor Cars, Tyres and other stocks.

Particulars may be obtained from the undersigned.

ERIC M. ROSS,
Liquidator.
3d Peking Road, Shanghai.
15354

FRESH SAMLI
$1.50 per lb.
FRESH HERRINGS
25 cents each
Motor Delivery Service
C. EDDIE & CO.
1132-3 Broadway, Shanghai
Tel. North 639

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI
METALS AND HARDWARE
Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS
ARE
NEVER SATISFIED
THEY ALWAYS RETURN TO
GRIFFITHS' STORES
FOR MORE OF CLUFF'S
DELICIOUS
"BLUE RIBBON"
TINNED FRUITS
TELEPHONE WEST 641 FOR A TRIAL ORDER

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PERFORATORS
"Cancelled"
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"Paid"
Tel. 4778 THE OFFICE APPLIANCE CO. Tel. 4778
4 Canton Road, Shanghai

WAR FAIR
CABARET
Singing, Dancing and Supper
PRETTY GIRLS PRETTY GOWNS
PRETTY MUSIC
15331

ART Smith begs to announce that on account of our aviation meeting on October 10th conflicting with the Red Cross Meeting at Kiangwan on the same date, our meeting which was to be held on October 10th will be postponed. A new date will be announced later.

Prof. I. K. Seto
EXPERT MASSEUR
(15 years practice in America.)

Electric and Steam Vapor and TURKISH BATHS for ladies and gentlemen. Hours from 9 a.m. to 11 a.m. 25 North Szechuen Road, opposite Quinsan Road, Shanghai.
15338

Consolidated Rubber Estates (1914), Limited

(Incorporated under the Hongkong Ordinances)

Notice is hereby given that the Directors have this day declared an Interim Dividend in respect to the current year's working of Shanghai Tael cents twelve ($0.12) per share, payable on Oct. 11th, 1917.

The transfer books of the Company will be closed from Oct. 5th to Oct. 11th, both days inclusive.

By Order,
CHINA REALTY CO., LTD.,
Secretaries & General Managers.
Shanghai, Sept. 26th, 1917.
15248

"For indecision brings its own delays, and days are lost lamenting o'er lost days. Are you in earnest? Seize this very minute. What you can do, or dream you can, begin it. Boldness has genius, power, and magic in it. Only engage, and then the mind grows heated. Begin, and then the work will be completed."

WIDLER & COMPANY
CHUNGKING, WEST CHINA
Born 1915—Still Existing.

Do you want to
MAKE A PRESENT ?
During this week we offer special reductions on
Silks & Pongees
The Cathay Lace Co.
19 Nanking Road, Shanghai
Phone 2064

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Other Business and Official Notices will be found on Pages 17 and 19

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens
Comfortable rooms Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.
Tel. 3482

Nos. 8 & 11 Quinsan Gardens
'Phone 1948
To let, at No. 8, cosy attic rooms, big and small, facing south, suitable for bachelors or small family. Kitchen under the special supervision of the proprietress.

Oriental House
31 Boone Road
Two comfortable rooms, well-furnished, bathroom and verandah, moderate prices. Table under the personal supervision of the American proprietress.
15268

TO LET, one bedroom, one dressing room with bathroom attached, in private residence, in Western district, with large garden, stables and garage. Breakfast optional. Apply to Box 215, THE CHINA PRESS.
15416 O.7.

WANTED Table-Boarders. Kitchen under personal supervision of proprietress. Tiffin and dinner $35 per month. Please apply 31 Carter Road.
15407

LARGE front room, suitable for two, bathroom and verandah attached, also small rooms. Good board and attendance. 1 Young Allen Terrace, opposite Quinsan Gardens.
15406 O.13.

TO LET, a furnished flat, or single room, in Range Road. Apply to Box 205, THE CHINA PRESS.
15392 O.7.

HOUSES TO LET

TO LET, one year, furnished house, eight rooms, servants' quarters, large grounds, centrally located, rent reasonably to right party, possession middle of November. Apply to Box 198, THE CHINA PRESS.
15358

FOUR-roomed house, near tram, for rent. French Town. Modern bath, etc. Apply to Box 208, THE CHINA PRESS.
15394 O.7.

TO LET, in a private house, in Western district, a furnished room, with or without board. Apply to Box 206, THE CHINA PRESS.
15392 O.7.

OFFICES TO LET

OFFICES FOR RENT: Office flat, No. 1 Hongkong Road, 2nd floor. Self-contained, 7 large, bright, airy rooms, with north light. Early occupation. Very reasonable rental. For terms apply on premises.
15320

SITUATIONS WANTED

RUSSIAN LADY, with thorough knowledge of German language, desires position as governess or housekeeper. A1 references. Please apply to Box 214, THE CHINA PRESS.
15414 O.10.

COMPETENT STENOGRAPHER desires overtime work after 5 p.m., Saturday afternoons and Sundays. Apply to Box 210, THE CHINA PRESS.
15399 O.7.

YOUNG American, at present employed, desires to better himself; has knowledge of shipping, importing, exporting and Customs routine. Apply to Box 189, THE CHINA PRESS.
15324 O.7.

SITUATION VACANT

WANTED, good boy-cook, must be clean and trustworthy. Ningpo servant not desired. Apply to Box 212, THE CHINA PRESS.
15401 O.7.

WANTED, competent Chinese young men for business positions. Let the Chinese Y.M.C.A. Evening School of Commerce help you in a course of stenography, accountancy, salesmanship or advertising. Catalog on request.
15396 O.12.

COMPRADORE WANTED: A high-grade compradore is wanted by an American corporation. Must be an educated, English-speaking business man of highest commercial qualifications, known to the more important trade, influential in business getting. Substantial security or guarantee will be required. Attractive terms to the right man. Apply to Box 200, THE CHINA PRESS.
15360 O.10.

GARAGE TO LET

GARAGE to let, 639 Rue Ratard, with electric light, water and chauffeur's quarters. Taels 10 per month. Apply to Box 209, THE CHINA PRESS.
15398 O.7.

LOST OR STOLEN

LOST: Near Wayside, a small Skye terrier of steel grey color, weighing eleven pounds. Long hair. Finder please communicate with W. Heron, Custom House.

LOST or stolen, small black-and-white Japanese dog (male Nagoya Chin). Owner will be grateful for return or for information leading to recovery. Reward, if necessary. 85 Broadway, telephone 4254.
15346

DANCING

DANCING. All modern dances taught by an experienced teacher. Apply to Box 188, THE CHINA PRESS.
15302 O.9.

Exchange and Mart

IF YOU want extra keys made for your Yale Locks call at 39 Nanking Road.
15412

FOR SALE, a well-furnished private boarding house, 11 bedrooms with bathrooms attached. Apply to Box 211, THE CHINA PRESS.
15400 O.11.

WANTED to buy, roller skates. Apply to Box 213, THE CHINA PRESS.
15402 O.7.

FURNITURE and lease for sale, at reasonable prices. Four-room house in French Town, at 45 taels rental. Telephone 2283.
15404 O.8.

New Stories of the Unusual Wit of Beerbohm Tree

Sir Herbert Caricatured as an English Society Lion.

Sir Herbert Beerbohm Tree in the Dickens Character of Micawber in "David Copperfield."

His Remarkable Make-Up for Caliban in "The Tempest."

Sir Herbert as Fagin in "Oliver Twist."

© BY F. W. BURFORD

How the Late Actor-Manager, Knighted "Sir Herbert" by King Edward, Peppered His Path to Dignified Honors with Quips and Brilliant Repartee

By Percy Burton,
(His American Manager.)

SIR HERBERT TREE, notwithstanding his German origin, which was apparent in his family name of Beerbohm, was by no means pro-German (in fact, he was very strongly pro-Ally), and openly despised the Kaiser as the originator of this "stupid war."

I remember of my telling him that Mayor Mitchel was occupying a box one evening to see "Colonel Newcome," at curtain-fall he rushed round with his untiring vitality through the stage entrance and greeted Mr. and Mrs. Mitchel at the foot of the stairs and plunged into a discussion of the war.

"I have a theory," said Tree to the Mayor, with one of his flowing gestures, "that the Kaiser will sooner or later step down from his throne and say to his people: 'See, I abdicate just to save my country!' knowing instinctively that his loyal supporters would insist on his retaining it."

But the Mayor was not quite so optimistic as to the Kaiser's unselfishness.

Another more flippant and characteristic bon mot of Tree was that the Kaiser should be dethroned, expelled to the Isle of Man, and fed on forcible reading of Hall Caine!

Tree's prevailing spirit was that of the keenest patriotism for the Anglo-Saxon race, and he was never tired of speaking for the cause of the Allies. "S'herbert," as he was often called for short by his friends and even by his company, but not to his face—for he always had a sense of decorum and dignity—was generally spectacular, and loved an effect in public or private. "Observed of all observers" in a stage box at a certain performance, when the orchestra struck up the national tune, "My Country, 'Tis of Thee," Tree, recognizing the well-known strains as equally applicable to "God Save the King!" rose and took the salute as a personal compliment, being apparently in the seventh heaven of delight, the occasion being a negro performance in his honor at the Lafayette Theatre in Harlem, New York.

Tree was always delighted to find his identity was known, and liked to be recognized. He was never tired of telling the story of his experience in Dublin, where he hired a jaunting-car and enjoyed a long drive, engaging the driver in general conversation.

"And what do you do for a living?" the latter asked him eventually.

"Oh!" said Tree, "I'm an actor—unlike Irving!"

The drive at an end, Tree had to apologize to the "jarvey" that he had no gratuity for him (for he was usually short of ready cash).

"Shure, and you're a great actor," retorted the Irish John sarcastically. "You're a greater actor than Irving" (with a pause) "in your own estimation!"

Sir Herbert was like a child in many ways, and recalled the incident of a little boy who came up to him in a private house where Tree was a visitor in Chicago, and asked: "Are you an Englishman?" Tree could not deny the soft impeachment, and the small boy struck him with his little fist and said: "Well, take that for upsetting the tea!"

Tree was remarkably quick at repartee. To the prompter or stage-manager who said to him reprovingly at rehearsal, "you don't know your lines, Sir Herbert!" he replied, "Oh, yes, I do—several of them!"

When playing Fagin in "Oliver Twist," Tree appeared in the usual rags associated with the character, except for his feet, which were shod in spotless, patent leather boots. He explained in an undertone to his leading lady that they were quite in keeping with the part, as Fagin had "**stolen**" them!

At a rehearsal of Bernard Shaw's "Pygmalion," Tree and the author were in heated discussion as to whether Professor Higgins was really in love with Eliza Doolittle, the character played by Mrs. Patrick Campbell, when the actress interrupted the verbal duel with the ejaculation to the vegetarian dramatist, "What do you know about love, Shaw? One of these days you will get hold of a good mutton chop—and then heaven help all us women!"

Tree was at first averse to Woman's Suffrage, but told me that, since their splendid work during the war, he had changed his mind, and had said so publicly in a speech he made the last time he was in England.

Walking down the Haymarket one day shortly after the "Titanic" steamship disaster, the incorrigible and ubiquitous Tree espied Ellen Terry's daughter, Miss Ailsa Craig, an ardent suffragist, just ahead of him. Going up behind her, he lightly tapped her on the shoulder and said, "Boats for Women!" But that was before he was converted.

Once Tree was endeavoring to get a very popular actor (the late Lewis Waller), back to his fold and received him in his dressing-room as he was making up. "How much would you want to come back to my beautiful theatre?" inquired Tree, as he went on with his make-up. Waller, who was by then his own manager and had no intention of returning to Tree, named an exorbitant figure, which was out of the question, and Tree replied as he went on making-up: "Don't bang the door as you go out, Waller!"

But Tree was himself "stung" to the quick on occasions, and a story goes of how he and Sir Henry Irving were discussing their forthcoming plans at the Garrick Club. They were, unfortunately, not the best of friends, and each was ready to take a rise out of the other. Irving's chance came soon enough, and he was as alert as Tree and more vitriolic or Voltairean by far, subtle as Sir Herbert was. Irving had a deeper and more natural wit, however, than Tree.

"Next season," said Tree, "I intend to do Hamlet."

"M'm, Hamlet, eh! very interesting. Ha, Hamlet, h'm, ha, yes very interesting, indeed," commented Irving meditatively, chewing the cud of Tree's thoughts apparently, to the latter's obvious and expressed annoyance.

"But do you think, Irving, that you're the only man that can play Hamlet?" retorted Tree.

"Oh, no! my dear fellow," Irving is said to have replied, "but I am quite sure that you are the only man who can **not**!"

Perhaps that was the reason why Tree did not like Irving's Hamlet.

Tree was intolerant of criticism, which was like a red rag to a bull to him, and he did not at all appreciate a famous quip of Irving's. The latter was choosing a horse for a certain spectacular production of his own at the old Lyceum, and a variety of these equines were being put through their paces by the man who supplied them for stage use.

"H'm," muttered Sir Henry, pointing to one of the quieter-looking animals before him and turning to the theatrical horse dealer, "good actor that?" "Yes, sir!" replied the man, "splendid actor, Sir Henry. The only thing that's wrong with him is when Mr. Beerbohm Tree gets on his back, he always jibs and kicks a bit!!"

"Ha!" said Irving, "critic, too, eh!" and engaged the horse.

Both at home and abroad he loved to entertain. He was never happier than when host, and the dome at His Majesty's Theatre was a rendezvous of well-known public men, politicians and famous actors, English and foreign. I remember a certain Sicilian actor, Signor Grasso, who had been lionized throughout London society, and was, prior to his departure, entertained by his English-speaking brothers in art at a banquet presided over by the Lucullus-like Beerbohm Tree. It was midnight one Sunday evening before the distinguished company parted from the purlieus of a fashionable hotel, where the principal participants came to the door to bid goodby to their eminent and emotional guest, who embraced everybody within reach with more than Gallic fervor.

At last a taxi was hailed and he jumped in reluctantly, telling the chauffeur to drive him to the theatre where he had been appearing. "But why does he want to go to the theatre on Sunday night?" inquired some one.

"Oh!" retorted the ever-ready Tree, "he wants to kiss the fireman good night!"

One of Tree's favorite stories was that of the inmate of a lunatic asylum, said to be a superannuated actor-manager. He was sane on every point except that he imagined he was the Almighty, and consequently liked to be treated with every respect, amounting almost to veneration.

Visiting day had come around and some of his friends had called to see him, but they observed an obvious coolness on his part to a certain lady in the party, and suggested she should play up to his well-known weakness. Being a good actress, she did so, and during a lull in the conversation she turned to him and said, "Mr. So-and-so, do you think I can be saved?"

"Pardon me, madame," the Almighty actor-inmate replied with a lordly gesture, as he turned aside, "but I never talk shop!"

Generally absent-minded and abstracted, Tree would think nothing of taking a taxi or cab just across the street to lunch, and keep it afterward waiting for hours outside the theatre, having forgotten to pay the driver.

Going to a neighboring post-office, he asked to see some postage stamps, and complained that he did not like their color. Suddenly pointing to one in the centre of a sheet, he said, "I'll take that puce one." It was a 2½-pence stamp for foreign transmission or parcel post, "but no matter."

Always fond of the good things of this world, Tree was always ready to take pot luck, and often dined off a sandwich between performances. At Brooklyn recently on his last tour with "Henry VIII," he sent his "dresser" for an egg sandwich, which happened to be too soft. "Bring me a biscuit," he said. "It doesn't splash."

When Sir Herbert came back from his somewhat trying experiences in the cinema-land of California the first time, he did not have a valet, and Turney, who joined him while he was rehearsing "Henry VIII" in New York, found he was the perplexed possessor of no fewer than forty-six odd socks!

Tree had no use for money except what it brought. And he was a good loser, as he had occasion to prove in the New York production of "Colonel Newcome." The morning after production, the house-manager of the Amsterdam Theatre went into Mr. Erlanger's private office, and the astute impresario asked what was the prospect.

"Not much, I'm afraid!" was the laconic remark of Mr. Malcolm Douglas, who gave Mr. Erlanger a resume of the last act. "It ends in an almshouse," he said, "and there is a procession of poor old pensioners, while the choir boys sing hymns, and the Colonel dies at the end."

"Good night!" said Mr. Erlanger, emphatic and resigned, adding, "People want to see a record of success, not failure." And Sir Herbert was on very friendly terms with Mr. Marc Klaw, and had the greatest respect for Mr. Erlanger's judgment, especially when he discovered the latter knew more about Roman history than he himself probably did. It was a revelation to Tree!

Many characteristics of the American nation and traits in the national character were a constant revelation to Tree, who was always most delighted when he was most surprised.

"Since I have been home," he wrote among the last words he penned, "I have been often asked the question whether the Americans realize the seriousness of the war and are determined to throw themselves whole-heartedly into it. My belief is, that they do realize to the full the meaning of the solemn pledge into which they have entered; they realize that the present war is the "to be or not to be" of the freedom of the world! The very latest pronouncement of the President gives noble utterance to this spirit which has seized the whole nation. It is no longer a question of politics. It is no longer a question of the Star Spangled Banner. In this great hour a new note has been struck—the note of world patriotism."

And then he follows and concludes with a peroration of which he was very proud from one of his numerous speeches: "The mere politician has his ear to the ground—how should he hear the message of the Stars? The President went up into the mountain heights where dwells the soul of the American people; there he learned the message of the Stars; and when he came down from the mountain, he bore with him a tablet on which were graven the words:

"The Right is more precious than Peace."

That, to my mind, was the best passage Tree ever wrote, and it is worthy of his loftiest ambitions as a litterateur, so let him rest in peace with his own epitaph:

"Let no man call himself great till he has corrected the proof-sheets of his own obituary notices."

The New Winter Hats by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

THE first Winter hats are making their appearance in shop windows, and in some cases of fashion pioneers, on the heads of smart wearers.

I used advisedly the term "fashion pioneers." They are the persons who are first to wear furs in Winter, first to wear muslins in Summer. "I believe in being first" is their creed. One such woman I saw on August 15 wearing a brilliant red cloak of the heavy cloth that would be appropriate and warming in December.

A fashion pioneer wore the hat of narrow velvet brim, with a crown of chinchilla, which you see in the largest picture on this page. Another wore the close-fitting turban of black velvet shown in another picture. The wearer of the third hat shown is not a fashion pioneer. She clings to the becoming pastel shades. The hat is satin shirred where the brim meets the crown, and adorned with a bunch of pale flowers of many hues at the side and a sheer half veil covering her brow and eyes, but not reaching the tip of her nose.

Not as yet have the modes crystallized. After all, models are submitted only to be approved or rejected by dress public. Wherefore first hats are mere tentative forerunners

At the moment it seems the small, close hat will meet favor.

A Small, Close-Fitting Turban of Chinchilla Fur and Velvet, a Shape That Is Making a Strong Bid for Favor

Model in Pastel Coloring That Is a Duplicate of the Favorite Head Covering of the Summer

Another Example of the Small Hat Covering the Hair, Which Is Popular Among the Early Fall Modes

Automobiles

SHANGHAI, SUNDAY, OCTOBER 7, 1917

MOTOR TOURISTS GET CANAL ZONE PRIVILEGE

Today License Obtainable Now For 50 Cts.; Formerly Travellers Bad To Pay Full Fee

Motorists "from the states" may now obtain a thirty day license to tour the Panama Canal Zone for the nominal fee of 50 cents. A permit to operate a motor car will be issued free for the same period, provided the applicant can pass an oral examination showing familiarity with the rules of the road.

Formerly it was necessary for motorists desiring to tour the Canal Zone to take out an additional license at the annual rate in force.

In the absence of a reciprocal agreement between the states and the Canal Zone, complete exemption from license fee is not possible, but Gov. Harding has done the best thing in the issuance of the following:

"A thirty day license will be issued for a fee of 50 cents to a bona fide tourist in the Canal Zone who has brought with him his own automobile, provided the machine carries a current license plate of some state in the United States.

"A bona fide tourist who has brought with him his own automobile, and who has passed an oral examination on the rules of the road, will be issued, without fee a thirty day permit to operate such automobile over the streets and roads of the Canal Zone."

The improved condition was brought about through the efforts of the American Automobile association, which, aided by former President John A. Wilson and Secretary Bingaman of the Panama Automobile club, a A. A. A. affiliation, found Gov. Harding favorably disposed toward reciprocal relations between the zone and the states.

In a recent communication to the A. A. A., Gov. Harding expressed the hope that the Adamson measure, providing for full reciprocity among the states and making it possible for a motorist to travel anywhere in the United States for unlimited periods with only his home tag, will meet with success at the next regular session of congress, and that the Canal Zone will be including in its scope.

10 BILLION A YEAR ON MOTORS IN AMERICA, FIGURES SHOW

Over 4,000,000 Cars Now In Country; Operating Cost Heavy

By Eugene M. Travis

(*State Comptroller of New York*)

More than 4,000,000 motor cars of all descriptions in use in the United States were registered in the several commonwealths during the first six months of the current year. Of this number, eighty-eight per cent were pleasure cars and the remaining twelve per cent commercial. As may be inferred from these figures, motoring has been the means of building up a vast industry. The United States commerce and industry report recently made public, shows that the number of foreign cars imported into this country during the past six years has been negligible—less than 20,000—while the number exported has been enormous—over 43,000 cars, valued at $18,000,000 since January last.

It can be safely computed that the motor cars owned in the United States aggregate a present value of nearly $5,000,000,000, an estimate placed on a basis of rating 75 per cent of the total number registered last year at $1,000 each and the remaining quarter, or 25 per cent at $2,000 each, both figures being exceeding conservative. The statistics further show that about $600,000,000 was spent upon the purchase of about 800,000 new cars by American motorists last year, and to this sum are yet to be added the values of the accessories, the supply of which forms a very substantial branch of the motor car trade.

Heavy Operating Cost

But the annual expenditure for new machines, large as it is, is not all the expense, as the cost of running is heavy, witnessed by an industry which motoring has built up, namely tire manufacturing, which is becoming almost as large as the motor car building trade itself. Next to the tires is the cost of gasoline and lubricating oils, which is among the heaviest in the motorist's expenditures. Besides, the cost of repairs, renovations and periodical overhauls amounts to many millions, which, added to this is the sum of the annual registration and license fees, reaching $25,000,000, so far this year, would amount to a sum exceeding $35,000,000. Statistics reported by the United States Bureau of Roads indicate that approximately $80,000,000 was expended for highway improvement last year by the several States and largely for the benefit of the motorists.

The actual number of professional drivers licensed in this country during 1911 reached nearly 175,000, and since that time their number has increased twofold. If the wages of this number were fixed at the rate of $15 per week and the compensation of others employed about the car were added, the total would reach upward of $5,000,000 annually, and thus the running expense of the motorists, coupled with the purchase price and incidentals, would reach the enormous aggregate of billions of dollars.

Indirect Expenses

But if these figures cover only the direct expenditures upon cars and their operation and do not take into account the moneys spent indirectly in connection with motoring, such as the cost of suitable clothing, hotel and travelling expenses while touring, which must add several millions to the total amount.

The average of direct labor upon the car is small but this does not by any means cover the entire cost to the manufacturer, as it only covers the labor directly employed upon the construction in the factories. There are, in addition to the items of rent and taxes, the heating, lighting and power, the wages of unskilled and skilled labor throughout the works, the salaries of the managers and the staff of supervisors, the highly skilled draughtsmen, testing staffs and the clerical assistants who deal with the supplies and keep check on the work. Moreover, the manufacturers' purchases are high in the way of material which is not raw but the finished and partly finished product of other trades. When a machine is finished, still more labor is required for its distribution and sale and there is a large staff of clerks in the commercial departments of the different firms, managers, travellers and salesmen and thousands of agencies all over the country and in foreign lands, all employing labor in taking care of and selling cars.

Taking all the expenditures of owners of motor cars, the benefits to the industrial classes must exceed in the aggregate a billion dollars annually. If the average of the wages and salaries of all engaged in the motor trade and other connected industries be taken into consideration as a thousand per annum, it means that upwards of 2,000,000 persons obtain their employment by that industry, and that something like 5,000,000 of the population are directly or indirectly supported by the manufacture of motor cars. Then there remains a very important item of depreciation, which, although not one of direct-out-of-the-pocket expenditure, is one, nevertheless, representing a loss of capital, and should therefore be included. If this were done, it would add another vast sum to the total, so that, of these items are considered, it is certain that at the present rate of increase, the gross expenditure upon all branches of motoring will before the present year is out reach the enormous sum of $10,000,000,000.

Causes Of End Play In The Crankshaft

End play in the crankshaft is apt to first be noticed when the car is throttled down to around five miles per hour, when so-called bucking will take place accompanied by knocking. If the play is excessive the knocking will be heard as the speed increases. This condition may be caused by the main bearing ends becoming flattened or worn too much so that the shaft can move back and forth and as it does so it pounds against the bearing ends still more. In many cars with four-bearing crankshafts the second bearing from the rear is designed to take the thrust hence replacement of that bearing is sufficient. In three-bearing shafts the center or rear bearing usually is the one which requires replacement. In the four-bearing shafts it is best to simply change the one bearing instead of attempting to remove the play by using two or three bearings with thicker flanges.

EDINBURGH MOTOR CARS USING COAL GAS FUEL

Buses Carry Supply In Rubber Bags On Roof Of Vehicle

Rufus Fleming, American Consul at Edinburgh, Scotland, in discussing the use of coal gas as a fuel for motor cars, says:

"First quality petrol is no longer obtainable for private automobiles in Edinburgh, and the price of second quality is 71 to 78 cents per gallon. Substitutes on the market sell for 53 to 58 cents per gallon, and are far from satisfactory. Proprietors of lines of motor omnibuses in Scotland have been experimenting with city gas, and have found that gas at 71 cents per 1,000 cubic feet they effect a saving of approximately 50 per cent in the cost of fuel.

The gas is carried in a rubber canvas bag on top of the omnibus. The connection with the engine is made through the induction pipe just above the throttle valve. Absolute combustion of the gas has not been attained, but it is believed that experience will soon overcome this difficulty.

The only difference that can be detected in the running of the engine is that with the gas slightly less power is developed. An Edinburgh company, which operates a large number of motor omnibusses, has been able to keep up its time-table on the route on which trials have been made, which is one of the hilliest roads in the district. The double journey from Edinburgh to a town fifteen miles out is accomplished on one filling of the holders, which have a capacity of about 800 cubic feet.

Managers of corporation gas works are expecting a considerable expansion of their sales of gas as motor fuel. The market may become permanent in character if inventors can provide rigid cylinders of a size and lightness suitable for commercial motors. It is thought that if satisfactory cylinders for gas can be provided this fuel may compete successfully even in normal times with petrol or gasoline."

Helps To Motorists

Checking A Skid

This suggestion, also, is an old story for the veteran driver, but very necessary to the beginner. When the rear wheels begin to skid sideways on a slippery pavement it seems natural for most beginners to swing their front wheels in the opposite direction. This accentuates, rather than checks, the skid. The front wheels should be turned in the direction of the skid.

Cleaning Out Carbon

It is not necessary to inject kerosene oil in the cylinders to remove carbon and release the rings from sticking. The present-day gasoline is so near kerosene that the fuel used will accomplish any such results. While water dripped into the air intake pipe of the carbureter and permitted to pass into the cylinder will undoubtedly tend to remove carbon, it is a dangerous proceeding. It is apt to find its way to the valve stems and cause them to rust and stick. There are only two days to remove carbon—have it burned or scraped out—and grind the valves after the operation.

Cleaning Brake Bands

When brakes do not hold it is usually because the surface of the bands have become hard and smooth. Clean them with a thin brush and kerosene, rinse off with gasoline, and permit them to dry. Then spread on lubricating oil, being sure every spot is covered. This will raise the fiber, soften the material and the brakes will be effective. This should be done at night, for it will be dangerous to attempt using the car until the oil has had a chance to do its work

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Easier And Safer To Learn To Drive With New Device

Several months of successful operation of a double steering wheel car by a Brooklyn, N.Y. firm have supplied the comforting assurance that a day is coming when embryo motorists will learn the art of driving with much greater safety to themselves, to other motorists and to the general public.

The double steering wheel device permits the instructor to retain control over the car at all times, even though the pupil is doing the actual driving and gear shifting. This arrangement enables the pupil to try his hand almost immediately on traffic ridden streets, with the result that he is far better equipped to drive alone after one or two lessons than the average "raw" motorist is after three or four. The instruction car is not only equipped with two steering wheels, but with two sets of brake and clutch pedals. Automobile Topics says: "Because of this arrangement both instructor and learner feel a confidence that can not exist when there is a single control in unskilled hands. The nervous strain that is eliminated can best be appreciated by those who have been through the experience."

The Brooklyn firm precedes this instruction by a series of lessons in an "anchored car," which is set on a platform in such a way as to leave the wheels free. In front of the car is a semaphore with which the instructor flashes signals to the driver. "Sharp turn," "steep hill," etc., direct the pupil to manipulate his controls accordingly, while a special brake lever enables the instructor to produce practically the same conditions as would result on the road. Both the dual control and the anchored car were originated by Dodge Brothers dealers in Brooklyn.

For Preserving The Finish Of The Hood

It often is disappointing to many owners of new car to have the hood finish suddenly become dull while the rest of the car retains its bright finish. Once the hood finish has become "dead" it is almost impossible to bring back its lustre without refinishing it. The dullness is brought about by the action of the engine heat, but is made worse by washings when the hood is hot. In order to protect the hood finish it has been found necessary by some makers to line the hood with asbestos so that the heat cannot work through. The sheet asbestos used for this is comparatively cheap and the work necessary to fit the lining a matter of a few hours. At any rate the use of the lining is a solution of the problem, and it will pay to do the work or have it done, especially when the hood finish is of the best.

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Firestone Tyres are hand made tyres which eliminate all danger of mold buckling which often occurs in mold cured tyres.

FREE AIR SERVICE to the motoring public

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SOME COWBOY STUNTS DONE WITH THE AUTO

Maxwell Manned By 'Puncher' Takes Part In 'Bulldogging' Contest At San Jose Rodeo

Twenty thousand spectators at the big Fourth of July rodeo show at San Jose had a chance to witness the modern knight of the plains first hand when a gayly caparisoned Maxwell touring car, with a bechaparreroed cowboy perched on the runnng board, came forth and gave chase to a steer. Less than a minute later the steer had been "bulldogged" into submission, while the Maxwell continued on its way.

The novel feature was an added attraction at the rodeo and resulted from a discussion between W. J. Benson, San Jose distributer for the Maxwell line, and one of the old-line cowboys whose idol is a mustang. The "puncher" contended nothing but a pony would do for "bulldogging," while the automobile man asserted a machine with plenty of pep, getaway and short turning room could do the job up in approved style.

"Skeeter" Bill Robbins, famous roper and rider, and Al Kennedy, well-known motor-car pilot, sided with Benson, and agreed to prove their contention in front of the rodeo crows. Accordingly it was arranged for Kennedy to pilot the car, while "Skeeter" Bill agreed to start his bulldogging stunt from the running board of the machine.

The result was everything that Benson expected. When it came time for the big feature of the holiday afternoon Kennedy and the Maxwell were very much on the job, while "Skeeter" played his part to perfection. The car responded perfectly to Kennedy's handling, turning and speeding up with all the agility of a regular cow, pony, and in record time "Skeeter" Bill had his steer on the ground and was calling for time from the judges.

U.S. Tires Stand Up Under Trying Test

Used On Truck They Survive Maximum Of Abuse In Long Run

The service manager of the engineering department of the Sanford Motor Truck Company of Syracuse, J. A. Nolan, recently drove a three and one-half ton truck from Syracuse to Buffalo, and then on by a devious route to Pittsburg, Baltimore, Philadelphia and New York. This truck, built on approximate army specifications, was equipped with 36 by 5 single front and dual rear pressed on United States tires.

This is what Mr. Nolan said of the trip after covering 5,000 miles, or the first half of his trip:

"My orders from the factory were to shake it apart. Break it up if you can. And I took them at their word and tried my best to follow instructions. I gave the truck the very hardest run I could—the severest test that I've ever given a truck—and I've been testing trucks for over nine years. Stop or slow up at ruts, bumps or railroad tracks? Not once! I took them at full speed ahead. And the hills that I slid down with all brakes on! You should have seen some of them in the Alleghany and Cumberland mountains, 2,900 feet high. Mud? Why, on that strip of road between Pittsburg and Silver Creek the rear wheels were actually out of sight at times. Loose gravel and soft laid stone? We paid no attention to them, for we had orders to wreck the tires as well as the truck—if we could.

"The road conditions we met and the punishment I gave the tires certainly warrant that they should show some wear, but I see no difference in their size from what they were on the day we left. In all my nine years of testing trucks I've never seen tires in such perfect condition at the end of even 1,000 miles. And I used those same tires on the same truck on shorter test runs before I started on my big trip.

"In spite of the fact that the truck itself is designed with the idea of giving the best balance possible to the tires, I fully expected to see at least more wear in spots, especially after the way I took the down grades on the hills we went over. And you know that this down hill skidding is the hardest test in the world for a tire."

Building The Highways

According to the national committee on prisons and prison labor, its investigations into the reliability of convicts at work on roads or on farms shows that the vast majority of the sane and able bodied men now confined in penal institutions, if properly handled, can be depended upon to perform the tasks set for them without the slightest fear of their escaping. Says the committee:

"In Colorado, prisoners in six large road camps are constantly employed in the construction of roads. In eight years they have built what Warden Tynan calls 1,500 miles of probably the most perfect highway in the world."

They are also farming thousands of acres of land which produce food used by the state institutions.

"There are, however, about 4,000 convicts in the state whom idleness is ruining in the various penitentiaries, and they should be employed in building roads or on state farms.

"The national committee on prisons and prison labor finds that throughout the country there is an increasing sentiment for the employment of convicts on roads and farms to assist in relieving the food pressure which, because of the war confronts the nation."

Tire Neglect Proves Expensive Business

Estimated That $150,000,000 Is Lost In America Every Year

Tire manufacturers for some time past have been warning the motorist to exercise care and judgment in the use of his tires in order that the wear may be lessened. It has been estimated that during the year 1916 American motorists averaged about $30 waste each in tire usage, or a grand total of $150,000,000 for the entire country because of neglect.

The use of a little common sense is all that is necessary to remedy this condition. It has been almost impossible for tire manufacturers to keep pace with the production of new cars and at the same time meet the demands of the cars now in use. An actual shortage now exists in some sizes.

Due to the foresight of many dealers, it may be a couple of months before the consumer will actually feel this shortage, but when he does it will bring home to him as nothing else can the necessary of giving tires the care that they should have and thereby add much to the service that they will give.

AModern 'Moloch' At Overland Plant

At the Willys-Overland factories in Toledo there is a giant that the men have nicknamed "Moloch" because his deeds rival those of the ancient Amnonite god of that name.

There is, however, a difference in the sacrifices exacted by these two giants.

The Moloch of Biblical times, cruel and ruthless, demanded human sacrifice and gave nothing in return.

This modern Moloch—a triumph of modern achievement, who sits on a pedestal of concrete, fifteen feet deep—is an industrious giant helping in the manufacture of motor cars.

He is a monstrous toggle press, standing 47 feet high, who takes long pieces of cold steel in his maw, by a crunching of his mastodonic jaws, fashions the steel into the side rails that are used for Willys-Overland automobiles. Such a diligent chap is this Moloch that his tireless jaws, with their pressure of 2,000,000 pounds, can from side rails at the rate of one every 15 seconds with the assistance of only three feeders.

Thanks to this ponderous but highly efficient mechanism the operator's lot has become easier. At the same time he is enabled to turn out more and much better work.

A counterpart of this press—only with a maw of 4,000,000 pounds pressure for the forming of side rails for the larger Willys-Overland models—is now being erected.

Here's How To Repair Holes In Your Tires

When a tire receives an injury extending through all the plies of fabric the repair must be in the form of a section.

The methods are commonly used, the outside and the inside, of which the outside is the more efficient. There are three points in a tire where strain and flexing action are most prominent, the center line of the tread surface and the edges of the tread above the beads. To obtain the necessary strength, plies or steps of fabric should not be ended at these points.

First buff the inside of the tire for a distance of five inches on each side of the break. Cut through the tread four inches beyond the injury on one side and skin it back to a point the same distance from the other side. Lay the tread back so that it will not interfere with the work. Remove the side wall on the injury side for the same distance.

Remove one chafing or bead strip below the injury, starting ½ inch inside the limits of the section. A second ply is then removed, starting ¾ inch above the first ply on the reverse side and running one inch inside the first ply on both ends. Then bevel out the remaining plies around the injury, and thoroughly roughen all surfaces to be repaired. The job is now ready for cementing and building.

INSIDE FIGURES PROVE ECONOMY OF THIS AUTO

With 5 Passengers, Luggage, Extra Tires And On Treacherous Grade, 15.31 Miles To Gallon

Although official reports told of the recent Chalmers accomplishments at Yosemite, where the popular six-cylinder car eclipsed the score division, many interesting and intimate sidelights were thrown on the performance this week by a San Francisco motorist just returned from the park.

In what might be termed an unofficial report of the recent economy run from Los Angeles to Camp Curry, O. M. Solomon pays unusual credit to the Chalmers. Solomon is an owner of a high-priced four cylinder car, and was touring in the park with his family when the first car checked in from Southern California.

The Chalmers entry carried five adult passengers, among whom was Lew Head, prominent Los Angeles newspaper man. For practically 370 miles the Chalmers had a treacherous uphill job, and yet this stock car with passengers, luggage, extra tires and oil made an average of 15.31 miles to gallon of gasoline. The car loaded to the fenders weighed in at 4,050 pounds.

The Chalmers made 325 miles on high gear, traveled 38 in intermediate and only .04 of a mile in low gear. But three pints of oil were consumed on the entire trip, which was made at an average of 20 miles of perpendicular elevation in less than 100 miles.

The Chalmers made the most economical run of its type, lowering the operating cost of other cars with the same number and even more cyliners.

Orders Out For U.S. Motorcycle Company

It is announced from the transportation bureau, quartermaster's corps in Washington, that an official regulation has been issued for the formation of a special motorcycle company. The formation will be in charge of the quartermaster at Fort Sam Houston, San Antonio, Texas.

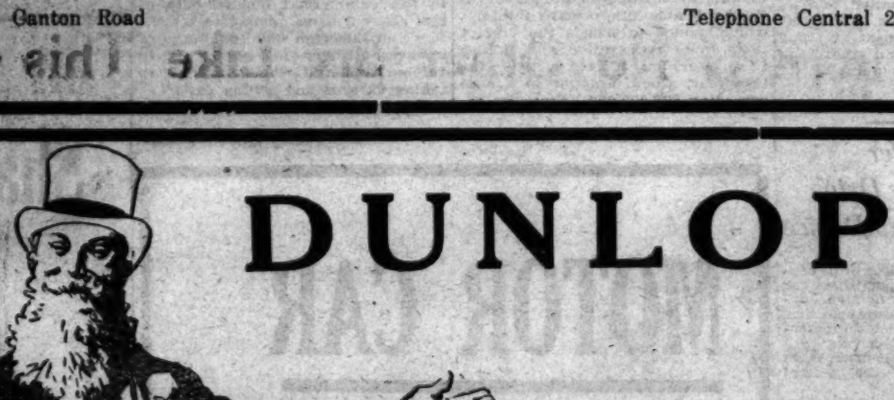
It is the plan to recruit immediately motorcycle riders as such. As fast as the companies are made up new companies will be formed. All motorcycle riders wishing to enter the army for this special service are requested to get in touch with the quartermaster at Fort Sam Houston, stating their ages, dependents, if any, experience, and other qualifications for military service. Good repairmen are in especial need.

As the work of formation cannot be done overnight, it is to be expected that some delay will accure in answering all the applications received. But in view of the recent large order placed for motorcycles for the army, and in further large requirements which are sure to come, it is certain that the department will sooner of later have use for the services of every trained motorcycle rider who will volunteer for this service.

As the draft numbers showing those men who are to be called first are by no means the only figures to be drawn, and it is probable that every registered man will be called for service, therefore, if any rider should be waiting before he enlists for motorcycle service or makes known his desire to enlist, waiting until such time as his draft number is called, he may lose out entirely on his motorcycle experience. This, because the motorcycle companies may be entirely filled up, and another turn of the wheel may bring his number on top for service in the trenches.

Firestone Factory Has Dental Clinic

The Firestone Tire and Rubber company maintains a dental clinic for its employes, at which 20,000 cases are treated annually.



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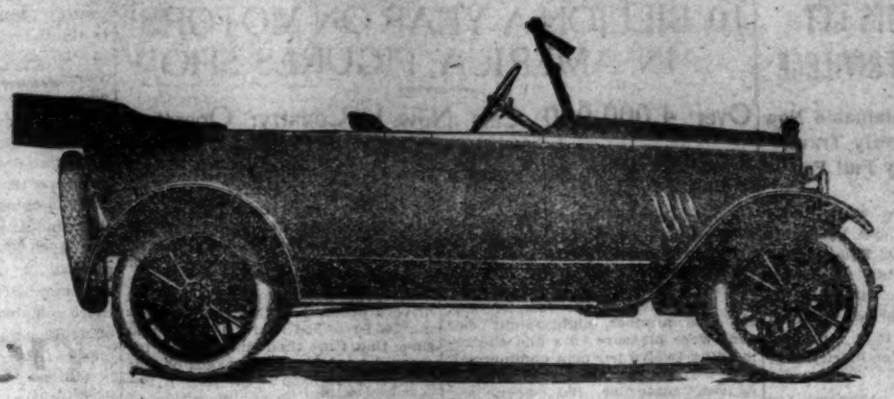

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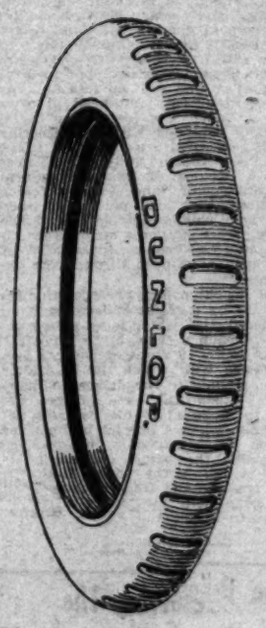

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CHANDLER SIX
Tls. 2,150

See How The Chandler Checks With Higher-Priced Cars

Wherein and how does the Chandler excel other cars in its price field, you may ask.
In many ways it excels and in all ways taken together it excels tremendously.

Now see how the Chandler checks with nine of the best known higher-priced cars in seven features selected as being *characteristic* of high grade design and most excellent service.

No. 1 Aluminum Crank Case.
Premier, Pathfinder, Packard, Pierce-Arrow, Winton, White, Stutz, Mercer

No. 2 Aluminum Crank Case, which ties the frame of the car together at four points at front and rear sides of the motor, giving perfect rigidity to the motor mounting.
Packard, Locomobile, (bronze crank case), Winton, Stutz, Mercer

No. 3 Silent Chains for Driving Motor Shafts.
Pathfinder, Packard, Winton, Mercer

No. 4 Annular Ball-Bearing Transmission.
Packard, Pierce-Arrow, Locomobile, Winton, White, Stutz, Mercer

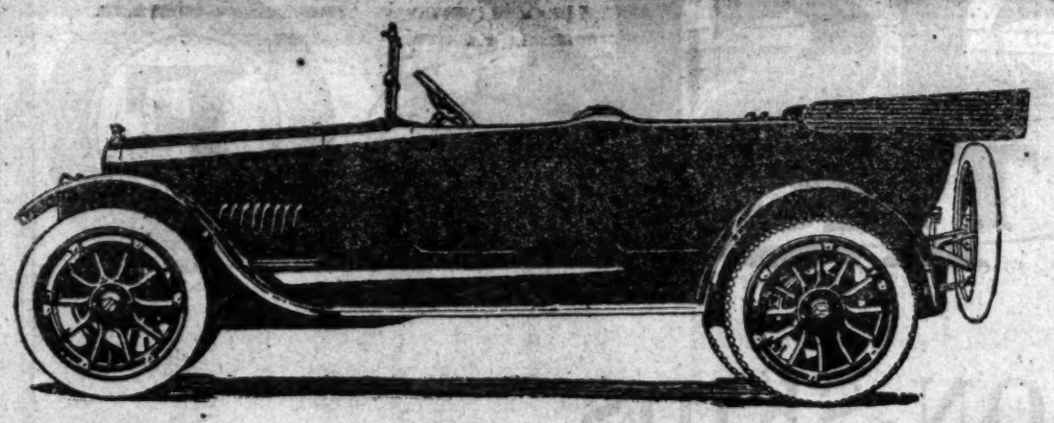
No. 5 Annular Ball-Bearing Differential
Packard, Pierce-Arrow, Locomobile, White, Stutz

No. 6 Annular Ball-Bearings for Rear Wheels.
Packard, Locomobile, White, Stutz, Mercer

No. 7 High Tension Magneto Ignition.
Pierce-Arrow, Locomobile, Winton, White, Stutz, Mercer

There Is No Other Six Like This For Anything Like This Price

THE PIONEER CHANDLER LIGHT WEIGHT SIX



THE PIONEER CHANDLER LIGHT WEIGHT SIX

The Chandler offers intrinsic value greater than other cars for which you are asked to pay much more. Greater value in materials, design, equipment, and, above all else, in the dependable and enduring service of its marvelous motor.

You may say it is easy to make such a claim for the Chandler. It is. And IT IS EASY TO PROVE SUCH A CLAIM FOR THE CHANDLER.

Year-old Chandlers command as high or higher price in the used car market than year-old cars of other makes selling, when new, for two or three hundred dollars more.

Could any further evidence be asked, to prove Chandler leadership in value? It wouldn't seem so, but let's make thorough inquiry.

What other make of car, at anything like the Chandler price, offers you a motor which has been developed, refined and perfected throughout four years of conscientious manufacture and not subjected to radical changes or experimental devices? *None.*

What other make of car at anything like the Chandler price, offers you such a proven mechanism as the whole Chandler chassis? *None.*

What other make of car, at anything like the Chandler price, offers you all those features characteristic of the highest priced, high-grade cars—Bosch high tension magneto; solid cast aluminum motor base, extending from frame to frame; big silent chains instead of noisy gears for driving the motor shafts; full floating and silent spiral bevel gear rear axle and light running annular ball bearings in transmission, differential and rear wheels? *None.*

What other make of car, at anything like the Chandler price, offers you more beautiful and comfortable bodies than the Chandler? *None.*

Chandler policy has always kept the Chandler price low. Relatively it is lower today, when so many prices have been inflated, than ever before.

We are able to offer this Marvellous Car at the price of

Tls. 2,150

The cost price of Motor Cars is increasing every month. We may have to raise our price at any time, but for the present we are pleased to announce that the price on our new shipment will be the same as formerly.

The Star Garage Co.

Sole Importers for China

125 Bubbling Well Road. **20 Chandlers have Arrived Per s.s. Selandia.** **Phone West 197**

U.S. HIGHWAY SYSTEM MAY SOON BE REALITY

Federal Aid Law Already Becoming A Big Factor For Good Roads

Now that all of the states have been equipped with state highway departments and have adopted the policy of building state systems of main, through line highways—because the federal aid road act is on the statute books—every condition is favorable for the next and crowning act, the establishment of a national system of highways.

Gradually the state has made itself a compelling factor in the handling of local road problems and, as a logical sequence, the federal government, first through educational activity and later by the financial aid provided by the federal aid law, has made itself a powerful factor in the working out of the state highway problems. The next logical step follows the same course which has been pursued by the state government, namely, the broadening of federal participation to provide for the establishment of a system of national highways.

This policy can be put into effect without disturbance of existing organizations, without providing new means of finance and with but little change in existing law. The process would logically take a course somewhere as follows:

First—The state highway departments and the federal office of public roads would make an initial selection from existing state highway systems of those highways which are of interstate importance.

Second—A system thus selected would be approved by congress, with the requirement that federal funds be applied only to such system on and after a specified date.

Third—The federal aid should be extended to maintenance as well as construction, as the national system of highways should have for all time a close relationship to the federal government.

Some of the states have already made plans for utilising the aid granted by the federal aid road act on roads which could not properly be included in a national system. But this need not cause extreme conflict, as the federal funds for the first three or four years' operation of the present act could continue to be applied as now planned. The appropriations for the first two years are already available and considerable time necessarily must lapse before the national system could be laid out and made ready for the application of federal funds.

In all probability the new scheme would come into effect as an extension of the present federal aid road act.—*From the American Motorist.*

These Are Chandler Facts, Not Claims

(Bulletin sent out by the Chandler Company)

New car registration in southern California during the month of April, 1917. Cars selling in Los Angeles between $1,250 and $2,040.

	S. California	Los Angeles
Chanler Six	61	28
Hupmobile	29	14
Hudson	28	12
Oldsmobile	23	7
Paige (two sizes)	23	6
Franklin	21	11
Chalmers	17	8
Velie	16	4
National	12	7
Mitchel (two sizes)	11	5
Cole	11	4
Reo Six	10	6
Willys Knight	10	3
Stearns Knight	9	6
King 8	9	5
Liberty	8	4
Apperson	6	4
Moon	6	3
Haynes	6	2
Premier	5	3
Marion Handley (2)	5	2
Kissel Kar	4	0
Peerless	3	3
Jordan	2	2
Jeffrey	2	2
	337	152

Out of 337 new cars sold, the Chandler sold more than twice as many as the nearest competitor. This large Chandler registration is not the accumulation of several months' orders—they were all sold and delivered during the month of April, 1917.

Out of 337 cars sold, 243 or 72 per cent were six cylinder cars: 55 or 16 per cent were eight cylinder cars; and 39 or 12 per cent were four cylinder cars. This proves beyond a doubt six cylinder supremacy. You can't get six cylinder flexibility in a four cylinder motor. Any one who ever drove a good six is spoiled for a four.

The above figures are copied from the registration records by the Auto Mailing Service, and are absolutely authentic.

Misfire At Low Speed

Poor engine operation at low car speeds is a common complaint with the usual cause in the carburetion system. Often an air leak throws out the carbureter adjustment so that an insufficient amount of fuel is fed. Wide plug gaps with a magneto with weak magnets is a combination which may give this trouble. With a battery system in use the ignition may be neglected at first and the carburetion attended to, but this done the ignition should be gone over carefully.

BRITISH STILL USE ADS THOUGH NO CARS MADE

Factories, Engaged In Munitions Work, Keeping Their Names Before The Public

Despite the fact that it is now many months since automobiles of the pleasure car type have been built in England the auto car manufacturers continue to impress upon the general public the names of the various cars produced in substantial advertising campaigns.

A fair indication of just what the British motor vehicle builder is doing can be had from an article published in the Scientific American of July 7, this year. In part it reads:

"Automobile advertising Abroad—We, in America, pride ourselves on our wideawake business methods, but there is much that we can learn from the old countries abroad. An example of this can be found in the advertising methods of the British automobile manufacturer. . . . . The British manufacturer wisely appreciates that advertising is the foundation of his business, and he keeps it going steadily in hard times as well a good. It is many months since a pleasure car has been built in England, as all of the plants are occupied exclusively on war work; but there is no let up in their advertising. They are holding their clientele by keeping their names constantly before the public, and when the war is over they will be in a position to take up their business again where they left off, without a new campaign of publicity to remind the public of their existence and re-establish their names. . . . Anyone can sell a car in boom times, but it takes a wise man to maintain business when conditions are adverse."

Overlands Please Men In The Army

Uncle Sam's soldiers are finding a squad of Light Four Delivery Wagons of the express type mighty handy cars to get about in between Fort Bliss and El Paso, Tex.

The various companies of the 20th Infantry, U. S. Army use these cars to carry supplies for mess between the different stations, as well as to travel between camps.

These cars have made an enviable record for themselves in every way. They have been averaging about 21 miles to a gallon of gasoline and from 500 to 600 miles on a gallon of oil.

Safety First Motor Hints Issued By Insurance Firms

These suggestions, taken from a handbook issued jointly by a number of concerns writing automobile insurance, are based on experience gained in handling thousands of automobile accident and damage claims.

Under the seven classifications of careless driving, careless pedestrian, general carelessness, skidding mechanical breakage, fire and theft are given every possible suggestion to prevent, so far as possible for the driver to do so, accident and loss to all concerned.

Don't drive too fast with a tire that is soft or nearly worn out.

Don't permit your spotlight to blind the drivers of approaching cars.

Put whatever alcohol you use in the radiator.

See that your brakes are properly set and turn your front wheels toward the crub if you leave your car on the incline.

Watch for the pedestrian who tries to cross the street ahead of you after you have received the traffic officer's signal to go ahead.

When being towed or towing another car, don't hurry; take corners slowly and look out for pedestrians who may try to cut between the cars, not observing the tow rope.

Stop as far as possible from the traveled portion when necessary to make repairs or tire changes on the road.

If working on the left or road side of a car exercise extreme care.

If forced to stop at night never permit anything or anyone to stand so as to hide the tail light from the view of approaching car drivers.

If you are driving, don't try to talk to persons in the tonneau.

When using an elevator don't drive on or off before the elevator comes to a full stop at proper level.

Don't run the motor in a closed garage. The carbon monoxide in exhaust gases is odorless and colorless, yet a small percentage of it in the air is fatal.

Don't park your car, leaving headlights undimmed. But be sure to see that all lights are burning at night.

Don't allow children to drive.

Women should not be permitted to drive alone until they have become experienced operators.

Install a good non-glare device in lamps, and keep your lights adjusted.

The Motor Truck And The War

Motor trucks have become a great factor in the European war, as the fate of thousands of soldiers has been decided by their ability to handle supplies of munitions and get them to the firing line on time.

There are thousands of them in France and Macedonia. When they approach the war zone they have to run at night with all lights out and often get off the road in trying to get around the shell craters. A correspondent of L'Illustration, a famous Parisian magazine, graphically describes a supply train as follows:

On all the roads we encounter the interminable lines of supply trains, awaiting darkness before they venture into the danger zone.

Mules laden like the balance of Justice advance sure-footedly along the road, their drivers swearing in all languages. Here are the Russians in their heavy boots, the Madagascars with bare feet, preferring to carry their shoes on their shoulders; the Annannites with dead faces, the Serbs, the Zouaves and the Colonials.

All the flood pours toward the north, where the cannon fire projects fantastic figures on the sky. Two camels complete this picturesque procession through the kingdom of darkness toward the stars.

Trucks In Desert

Still further back in the dark night comes the file of Packard trucks as yet out of the danger zone, piercing the dark night with shinning eyes searching the road on which they run. They come from all directions, peopling the impenetrable desert of darkness with their vivacious presence.

While these thousands of motor trucks are helping the allies to win the war other thousands are busy in the pursuits of peace here at home and still others are hurrying supplies and munitions for the use of the army of Uncle Sam.

"The truck business has had an immense impetus given it by the war," said Joel F. Lindsay, who has charge of Packard truck sales for Earle C. Anthony, Inc. "The increased production of the farmer has called for greater transportation facilities and they have to use trucks to solve their problems. The railroads have been congested with freight traffic for months and the available supply of horse-drawn vehicles is far from adequate.

"The value of trucks has been demonstrated by their efficiency for military purposes and the American business man has not been slow in taking advantnage of the experience thus gained.

Army Has 1,350

"While the army is using a large number of Packards, we are selling a still greater percentage for business purposes. According to the last reports from the factory the Government has purchased 1,350 Packards. There is no other make of motor truck that is so extensively used by the army. Army requirements are very rigid for motor trucks, but the Packard factory, realising that the would be an immense demand for high-grade equipment, built their truck to conform absolutely. Government specifications and that is one of the reasons that they have been so largely adopted."

DO NOT WIPE OFF DUST

Do not wipe dust from your car with cloth or piece of waste. It grinds the dirt into the varnish, and will ruin the finish in a short time. Have the car washed if you want the finish to last.

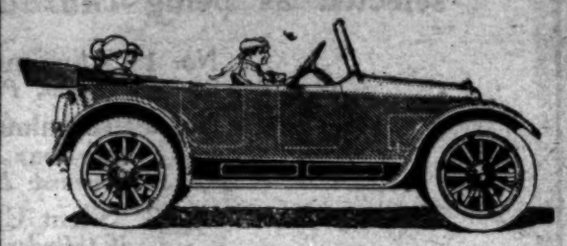
Cone Clutch Slippage

While fullers earth is the usual substance employed to stop cone clutch slippage, in the absence of it, talcum powder may prove beneficial. Often the slippage is due to poor pedal adjustment. The pedal if permitted to touch the floorboards might cause it. When the leather is dry and shiny application of neatsfoot oil is the most common remedy. There are two clutch bearings which should be well lubricated—the thrust bearing at the rear of the clutch shaft and the throwout collar bearing.

Willys-Overland Motor Cars

Electric Lights Electric Starter

The Light Four Touring Car



True Motoring Economy

There is integrity of value in every one of the Willys-Overland motor cars—the most comprehensive range of models ever manufactured by any one producer.

For most families we believe the Light Four-cylinder Overland represents just the right combination of the practical with the luxurious, to result in lasting satisfaction.

But the car in the Willys-Overland range of models best suited to your needs and your means is the car for you to buy with an eye to true economy.

Let us advise and help *you* in your selection. Call or write.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
- 5-Passenger Touring Car
- 3-Passenger Roadster
- 3-Passenger Touring Coupe
- 5-Passenger Touring Sedan

Light Four-Cylinder Overland
- 5-Passenger Touring Car
- 2-Passenger Roadster
- 4-Passenger "Country Club"

Light Six-Cylinder Overland
- 5-Passenger Touring Car
- 3-Passenger Roadster
- 5-Passenger Touring Coupe
- 5-Passenger Touring Sedan

Willys-Knight Models
- 7-Passenger, Four-Cylinder Touring Car
- 4-Passenger, Four-Cylinder Coupe
- 7-Passenger, Four-Cylinder Touring Sedan
- 7-Passenger, Four-Cylinder Limousine
- 7-Passenger, Eight-Cylinder Touring Car

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LIBERAL CONDITIONS AND MODERATE RATES

NEW FRAME DESIGN IS PROVING VERY VALUABLE

More Than Dozen Different Varieties Are Now In Use

By Walter Shields

The car frame is a forgotten part so far as the average owner is concerned, for rarely does it give any sort of trouble. True, in some cars, the manufacturer takes advantage of the fact that a superficial examination of the frame tells little and uses a cheap structure which may soon develop weaknesses at the riveted joints or be of such poor material as to sag badly. The result in the better case is that the body soon appears as though a 300 pound passenger is continually in the tonneau, the doors of the body begin to rattle or bind, but through it all the frame never is suspected.

Until recently the design of frames was left mostly parts manufacturers and little independent thought was given to this most important and vital part, but a few engineers have within the past two years developed a new form of frame structure which instead of being flexible, which up to that time was considered necessary, is rigid. At first this was regarded as too bold a step but the fact that two very prominent concerns now use this frame with marked success and with entire absence of the troubles which the flexible is heir to, is proof sufficient that it will within a short time entirely supersede the conventional construction.

In all passenger cars made today with the exception of one the frames are of metal. The exception is the Franklin car, which uses a wooden structure which will be described later. All passenger car frames are overhung, that is they are above the axles, but a number of years ago a few concerns marketed cars with underslung frames or frames mounted below the axles. This construction was supposed to give greater stability, freedom from skidding, turnovers, &c., due to the fact that the center of gravity of the car was brought closer to the ground. Although there were a number of advantages connected with the use of this construction the fact that large wheels were used and also that most of the advantages could be had in the conventional designs, led to the abandonment of it.

There are more than a dozen different frame designs at present in use with practically 95 per cent of the cars using one type. Frames are pressed and are made of either carbon steel or an alloy steel, the latter being too costly for anything but the most expensive cars. Speaking of metal frames, all in use in this country have what are called channel sections for the rails or long side members upon which the body is mounted. These rails are connected by so-called cross members which extend across the structure at right angles to the rails. There may be as few as three and as many as six cross members, depending upon the design of the car as connected by the engineer. The side rails are not of uniform width throughout their length, but have their widest portion at about the center, tapering off toward the ends to which the springs are fastened.

For cheapness some makers use parallel rails, but the majority now use the tapered construction in which the rails are closer together in front than in the rear, so that the car can be turned in a small circle, or in other words so that a short turning radius may be had. Frame rails may be kicked up in front or rear of or at both places. The kickup refers to a bend in the rail, as shown in the accompanying illustrations, which is done mainly to bring the center of gravity low without so reducing the distance between frame and axles as to cause trouble, although the spring construction has something to do with the design used. In one make of car there is a kickup front and rear, but this is the unusual.

As mentioned previously the frame rails are connected by cross members, which may be either of pressed steel, of channel section or tubular, as is the case in the Cadillac and some other makes. The channel members are riveted in place. In some designs the engine instead of resting on the frame rails proper is set in a so-called subframe or bed, which is composed of a number of channel section beams. Upon this the engine is mounted, so that it may be placed in any desired position with respect to the units which transmit power of the engine. This form of construction is not commonly used today. In addition to carrying the engine the frame must have provision for supporting the other members, including the transmission when this is a separate unit. When made in unit power plant form there usually is no connection with it and the frame side rails. At the ends of the frame the narrow sections called the horns are the points of spring attachment unless such a construction as cantilever is used, in which case the rear spring support is on the axle housing. The forward ends of the spring also must be attached to the frame in some way, and in odder to do this a bracket is riveted to the rail, so the proper connection can be made.

In some of our trucks, though not passenger cars, frame trussing still is used, although formerly this was considered as a weakness in that the frame could be designed in the first place without their use, but when found to be too weak the trusses were added. In order to prevent any tendency to distort the frame at the corners some engineers use gusset plates, which are merely channel pieces, which are riveted to the rails and the cross member at the rear.

As indicated previously the tendency up to a few years ago was toward the flexible frame, the idea being that the frame would twist freely when the car was driven over rough roads with one wheel high and the other low. Though flexibility in a frame still is considered by the majority to be the better form, the rigid type, designed by one of the best engineers, seems to have the qualifications for the ideal constructions. In the rigid form the side rails are much deeper than in the other form, being instead of about five or six inches, mine or ten inches. The running boards instead of being fastened to the irons riveted to the frame are made integral with it, and when the car is complete the body with fenders and frame form practically one unit and no manner of rough road work can cause any trouble.

The wooden frame used by one large manufacturer consists of two side rails made of three piles glued and screwed together and protected by strips at the top and bottom so as to keep out moisture. So far as strength is concerned a properly designed wooden frame no doubt is stronger than the metal, but it costs more if the correct wood is used, and indeed has a number of advantages aside from its ability to absorb shock readily.

HOW AUTOS CONSERVE FOOD SHOWN BY BANK'S FIGURES

Horse Is Big Factor In Cutting Down Supply Available For Human Consumption

It is but logical at a time when the conservation of food supplies is paramount that thought should be given to grain eating animals, really cut down the supply available for human consumption. The amount of oats that horses consume is not sufficient to cause any worry on the question of where the porridge for breakfast is to come from; still the raising of their feed requires considerable acreage that can be used for the production of wheat or corn.

Great Britain, it is understood, is no longer feeding horses grains that can be used for human food. Following out this idea of food conservation the National City Bank of New York has compiled figures bearing upon the effect of substitution of gasoline power for animal.

"The total number of horses in the entire United States in 1917, including farms and cities, is probably less than in 1910, while population to be fed has increased 13 per cent.

Wheat Acreage On Increase

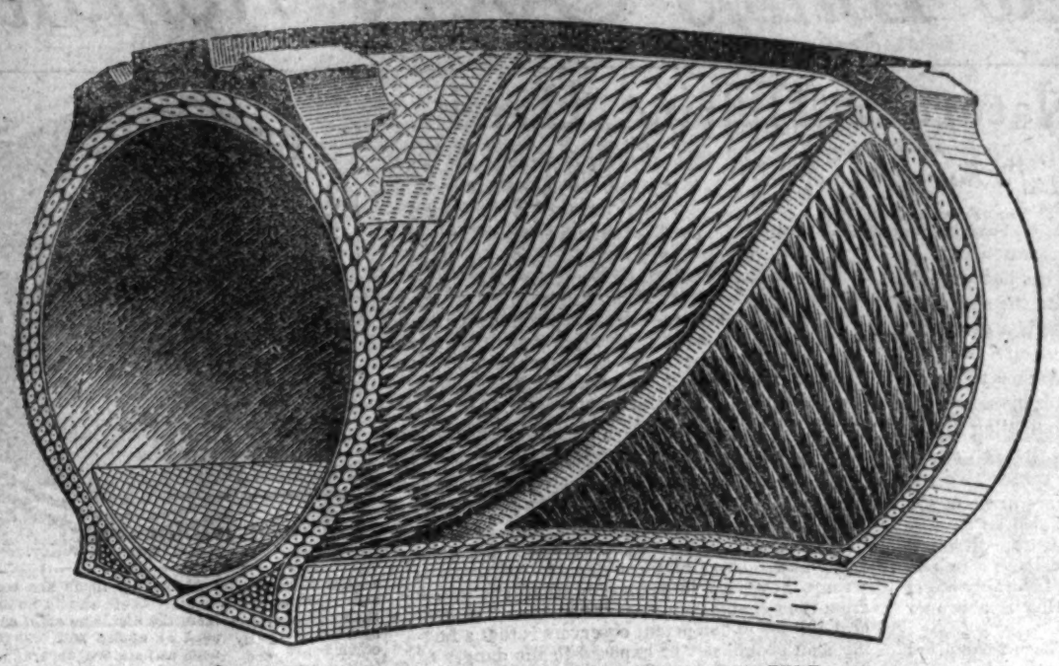
"Meantime, the transfer of production form oats, chiefly used as food for man, seems to have made even more rapid progress. The number of acres devoted to the production of oats in 1916 showed an increase of less than 11 per cent over that of 1910, while the acreage devoted to wheat in 1916 showed an increase of 27 per cent over that of 1910, corn also showing an increase, though not as great as that of wheat.

"Meantime there has been an enormous growth in the number of powerdriven road and farm vehicles and tractors, the census of 1915 showing over $500,000,000 worth of automobiles producted in 1914 against a production of less than $20,000,000 worth shown by the census of 1910. Of farm tractors the statistes, while incomplete, are sufficient to show plainly that they are now performing much service for which the former was formerly dependent upon the grain consuming horses. A recent statement by the Department of Agriculture shows as a partial census of tractors in the United States 34,371 actually in commission, and representing every State of the Union. Very recent reports indicate large numbers of farming tractors being purchased for community uses, and a single manufacturing concern in Ohio reports contracts for agricultural tractors aggregating at present $15,000,000, with prospects of $50,000,000 during the year.

Power Machines Growing In Favor

"Figures of world production of the various cereals indicate that the substitution of petroleum-fed power machines for the grain-fed horse could also materially increase in other countries the area available for production of food for man. The area devoted to the production of oats, chiefly food for horses, aggregates for all countries for which figures are available about 140,000,000 acres; wheat, 280,000,000; corn, 170,000,000 rice, 140,000,000; rye, 100,000,000. World production in normal years is, in very round terms: Oats, approximately 4,500,000,000 bushels; wheat, 4,000,000,000; corn, 4,000,000,000; rice, 5,000,000,000; rye, 2,000,000,000, and barley, 15,000,000,000. In the United States, where oats and wheat grow side by side on lands capable of producing either grain, the area devoted to oats was in 1915, the banner crop year, 41,000,000 acres, and to wheat 60,000,000 acres, suggesting that the gradual substitution of the petroleum-fed roadster and farm implement for the grain-fed horse, as the present generation of horses passes out of existence, might largely increase the wheat-producing area, while a similar substitution might follow in other parts of the world, as a whole, in which the area devoted to the production of oats is about one-half as great as that devoted to wheat.

"Meanwhile, world production of that substitute for horsepower on roads and farms, petroleum, is increasing with remarkable speed, the total world production of petroleum having grown from 150,000,000 barrels in 1900 to 328,000,000 in 1910, and 430,000,000 in 1915."



CROSS-SECTION OF A SMALL SILVERTOWN CORD TYRE.

These giant "Muscles of —Mileage"

HERE are the Thews and Sinews—the Muscles and Tendons of "SAMPSON,"—laid bare!

Here are the *two layers* of giant "*Cords*"—laid transversely—one layer over the other—with a layer of live Rubber between.

Here is the Secret of Silvertown Cord Tyre *Strength* and *Endurance*, revealed.

Each Cord flattened like a tape, so that each strand may *overlay* the other, at the tread (as fish scales do), *bridging the interstices.*

Each Cord STRONG enough to *lift a Man's* weight.

Each giant Cord laid side by-side with the next Cord, but FREE TO MOVE INDEPENDENTLY of the rest, *without friction.*

Free,—because each Cord lies *between* two layers of *Elastic Rubber.*

—Each Cord so thickly *coated with* that Elastic Rubber,—so thoroughly *impregnated* with it,—that no two strands of Cotton *can touch each other,* —"saw" across each other,—or *wear* each other out through Friction Heat, or Chafing.

THAT is the secret of such wonderful FLEXIBILITY in Silvertown Cord Tyres! Each "*Muscle of Mileage*" permitted to play *freely* in its Elastic Rubber bed, as the Muscles of the powerful, but *nimble* Athlete, play,—in action.

This sinewy FLEXIBILITY, then, is what *reduces "Traction-Wave"* to the Minimum, in Silvertown Cord Tyres!

It conserves practically *all* of the Motor-Power, to *turn the Wheels.*

This,—instead of *wasting* a large part of it, in continuous BENDING of the *stiff unyielding Walls,* of *other* Tyres.

It takes *out of* Motoring that continuous "UP-HILL" work which the *bending* of *stiff* Tyres is equivalent to.

HENCE,—the Car equipped with Silvertown Cord Tyres will—

—Travel *25 per cent. further* on each *Gallon* of Gasolene!

—Devolop *17 per cent. more Speed* from same motor!

—Ride with *50 per cent. less* Vibration!

—Coast down hill *30 per cent. further!*

With all this, Silvertown Cord Tyres have such giant STRENGTH, that they are practically *immune* to Stone-bruise, Puncture or Blow-out.

—Such marvellous ENDURANCE, that they have been driven *1,500 Miles,* at an *average* Speed of *76 Miles* per hour, *without changing a Tyre.*

Silvertowns are the *easiest* of all Tyres permanently to Repair,—the most *Aristocratic* in appearance,—and the most *Luxuriously smooth-running* to ride upon

You are paying for them NOW (without getting them), in the *25 per cent. additional Gasolene* your *present Tyres* consume.

P. S.—Have you ever been *shown* what lies *under* the "Silvertown Rib" Tread of so-called "Cord" Tyres that are NOT *Silvertown* Cord Tyres?

Why are the "Inside-Works" of OTHER so-called "Cord" Tyres NEVER illustrated?

Silvertown

GOODRICH **Cord Tyres**

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New Things Every Woman Ought to Know

Lending Nature a Helping Hand

By Harvey W. Wiley, M.D.

The Famous Authority on Pure Food, Sanitation and Health.

In certain religious denominations fasting is a part of religious duty, and we may well inquire if there is not a physiological as well as a religious reason for it.

I believe that every one who has had any experience at all will bear me out in the statement that a reasonably empty stomach is a good condition for the best and most accurate thinking. After a long experience as a listener to public speakers, I can affirm that an after-dinner speech should always be light and illuminating rather than deep and convincing. The speaker, in the first place, is in no condition for consecutive and deep thought, and the listeners are in no condition to hear the abstruse and the abstract.

If fasting acts upon the mental organism favorably, as it undoubtedly does, there is no reason to doubt that it will likewise favorably affect the moral attitude, so that fasting is a proper precedent to deep devotion.

The virtue of fasting has long been recognized and exploited as a sovereign remedy for all human ills. Joseph Addison in his essay on Luigi Cornaro, two hundred years ago, in speaking of the wonderful vitality of this celebrated centenarian, says:

"But, because it is impossible for one who lives in the world to diet himself always in so philosophical a manner, I think every man should have his days of abstinence, according as his constitution will permit. These are great reliefs to nature, as they qualify her for struggling with hunger and thirst, whenever any distemper or duty of life may put upon her such difficulties, and at the same time give her an opportunity of extricating herself from her oppressions, and recovering the several tones and springs of her distended vessels. Besides that, abstinence well-timed often kills a sickness in embryo and destroys the first seeds of an indisposition."

These views of Addison, while they have not been wholly confirmed by experience, are, upon the whole, sound and convincing. Addison is wrong, however, in supposing that abstinence from food enables one to resist illness. The general opinion of competent observers is that a fasting man should not be exposed to the danger of infection, inasmuch as the resistance of the body to infectious organisms must of necessity be lowered during a period of fasting.

Dr. Harvey W. Wiley.

Dr. Wiley's Question Box

CAN the human system get along without inorganic bodies?—X.

No, the mineral salts in your foods and in ordinary table salt are essential to life. Wheat bran, cooked or uncooked, contains large quantities of minerals, both useful and nutritious.

IS two quarts of milk a day too great a strain on the kidneys?—R. S.

Not unless large quantities of other liquids and foods are taken.

IS it safe to eat sugar immediately after eating raw oysters?—MRS. B. D.

No. Not because any dangerous chemical change might take place, but because sugar by itself is an independent diet. If you wish a carbohydrate with oysters, eat a baked potato.

I AM troubled with constipation, and eating cereals only seems to aggravate the trouble. —E. C. W.

Probably the cereals which you select are more or less constipating because they have been deprived of their natural bran. Products made of whole wheat or corn are laxative and not constipating. You should eat generously of fruits and succulent vegetables.

WILL the enclosed salve cure eczema, and is it safe to use?—A. O.

I cannot possibly undertake the analysis of miscellaneous samples of any description. Moreover, in the examination of a salve we have to look for various substances and quantities required would be of a considerable magnitude if the number of substances sought for was great. I am quite convinced that there never has been any salve invented which will cure eczema. It is a very refractory disease and for this reason fails to yield to all kinds of treatment proposed. The best one can recommend is to use an application which is germicidal and antiseptic. Most of the preparations recommended to cure eczema are of this character. A simple antiseptic substance is carbolated vaseline, which is just about as good for eczema as any other ointment I know.

WILL the enclosed tablets help me to reduce?—MRS. F. N. C.

I am unable to tell what the tablets which you are taking to reduce flesh contain. A good guess would be a laxative. The scoundrels and quacks who wish to fatten off the miseries of their fellowmen are quite ready to give a laxative which, of course, makes you ill, and thus sets up the conditions which reduce flesh. Your description of their effect justifies my suspicion and I strongly advise you to let all secret remedies alone. The human body is entirely too precious to be made the object of miscellaneous experimentation. I am sure if you stop eating you will stop growing stout, and in a short time you will begin to get lighter, even if you do not take as much exercise as formerly.

WHAT diet do you recommend for a child who suffers from acidosis?—C.

I would advise you to feed the child chiefly on alkali-making foods. All fruits and vegetables belong in this class. Milk is also alkali-forming food. The acid-forming foods are cereals and lean meats. These should be largely excluded from the diet. The child should eat fruits, such as apples and oranges; vegetables, such as potatoes, asparagus, spinach, etc., and should have very little cereals of any kind and no lean meat.

PLEASE tell me how to dry figs.—MRS. C. N. S.

Figs can be dried in any of the usual ways of drying fruits. They may be sterilized and dried in the sun or they may be dried by artificial heat, being careful not to have the heat high enough to burn them.

WHAT do you think of the idea that mulberry leaves are good for the hair? —MISS. M. B.

The mulberry tree belongs to the order of the Moraceae and the leaves contain a kind of milk juice or latex out of which the silk is made by the silk worm. It is not likely that any of this material could be utilized by human hair.

WHAT are the principal substances used in the nutrition of the human body?—M. B.

Protein, containing the nitrogeneous elements; carbohydrates, consisting chiefly of starch and sugar; fats and oils; and the minerals, such as lime, phosphoric acid, potash, magnesium, soda and iron.

WHAT is the chemical change that makes it dangerous to drink milk after eating lobster, shrimp and cherries?—B. R. D.

If lobsters, shrimp or cherries are in good condition there is no danger of a chemical change taking place if milk be consumed from them. Lobster Newburg, one of the most attractive methods of preparing lobster, contains both milk and cream.

IS agar a safe remedy for constipation?—CLARA S.

The use of agar as a remedy against constipation is wholly mechanical. Agar is practically indigestible. It has a great capacity for absorbing moisture and therefore swells up in the intestinal tract and gives the required bulk which activates peristalsis. I think that it is about as harmless a laxative agent as one could use.

DO you recommend Steero Bouillon Cubes and what is their food value?—S. E.

I do not have the analysis of the Steero Bouillon cubes, made by the American Kitchen Products Company of New York, but have examined those made by Schieffelin & Co., of New York. These cubes are made by the evaporation of beef extracts with a large amount of salt being the largest part of the cubes. They contain very little nourishment, but are stimulating and pleasant to the taste.

ISN'T there anything you can recommend to prevent hair turning gray?—Y. M. N.

The best thing you can do with hair that is turning gray is to let it turn. The more you try to change the color the more damage you will do and the worse your hair will be finally. Gray hair is a crown of glory, while dyed hair is always an abomination.

JUST how harmful is the sulphur dioxide found in some dried fruits?—S. B.

I made an exhaustive study of the effects of sulphur dioxide on health, using twelve stout, strong young men as my subjects. These data are published in Part 3, Bureau of Chemistry Bulletin No. 84. The distribution of this bulletin has been discontinued on the appointment of the Remsen Board of scientific experts. On page 139 of the bulletin referred to I make the following conclusion: "From a careful consideration of the data in the individual cases and the summaries of the results, it appears that the administration of sulphurous acid in the food, either in the form of sulphurous acid gas in solution or in the form of sulphites, is objectionable and produces serious disturbances of the metabolic functions and injury to health and digestion. This injury manifests itself in a number of different ways, both in the production of clinical symptoms which indicate a serious disturbance, malice, or positive suffering, and also by inducing certain changes in the metabolic processes, which are not manifested in the way of ordinary symptoms, and are only detected by careful chemical and microscopical study of the excretory products. It can be safely said from the evidence adduced that the administration of sodium sulphite and sulphurous acid as above indicated produces a marked influence of an unfavorable character on metabolism."

Making Your Housework Easier

By Mrs. Christine Frederick

The Distinguished Household Efficiency Expert.

CAN you suggest anything to prevent fingers from becoming stained while hulling strawberries?—MISS F. W.

Yes, there is a small metal "snip" which is just the thing for quickly removing hulls from berries instead of using fingers. It costs five cents, and can also be used to pull pin feathers from chickens.

WE like mayonnaise but it seems such a waste of time to make it. What can you suggest?—MISS E. R.

Mayonnaise need not take much time. There are several mixers in the shops which enable you to make a pint of mayonnaise in about 5 minutes. These beaters have a small oil funnel at one side into which the oil is gradually poured so that it fall in exactly the right quantity on the egg yolk. Perhaps the best of these is attached to the table with a clamp.

I WANT to fit up a little sewing corner. How shall I go about it?—MRS. R. C.

A sewing room or corner is excellent in every home. Have the floor bare to make it easy to sweep up cuttings. Place machine so light comes over shoulder. Use bookcase or shelves to keep boxes on, with labels for "patterns," "new work," "mending," etc. A small window seat is good for the pieces. A table or lapboard and "dummy" waist or skirt figure are helpful. A rack with pockets or a shoebag is good for tapes, braids, scissors, etc. A screen is useful as patterns and pieces can be pinned to it while making, and yet not disarranged.

IS there any device which will cover the gas burners and thus make more of a "back of the stove" for warming?—L. M. F.

Yes, there is a top especially made for gas stoves, to fit any number of burners, and thus make a radiating space between like a regular coal range top. This saves fuel and gives more surface for "warming."

For Women Who Earn

By Helen Hebert

Author of "The Ambitious Woman in Business"

HOW can I economize on my Summer laundry? I find I have to wear a fresh blouse every morning if I am to look immaculate in white shirtwaist, and as I board and pay for all laundry separately, it comes very high. I'd be willing to wash a few things myself at night, only I cannot iron.— F. T.

If you can get some seersucker blouses, you can wash them as often as you like, and they need no ironing. Why wear white to business every day if you soil light blouses so quickly? While white is very pretty and looks cool in Summer, I think white blouses or very light Summer dresses a needless extravagance for girls who have to pay highly for each piece of their laundry. Dark silk blouses look cool and don't need such frequent laundering. A cheaper and very durable fabric that looks neat and cool for business is khaki. You can get many varieties of blouses and skirts, and can add a touch of color by a light tie or collar.

I WISH to get part-time work typing or acting as secretary to a physician. I cannot leave home for the whole day because I have small children, but I must get some work to help support us and would appreciate suggestions.—MRS. B.

Many physicians would be glad to have the services of a competent secretary to keep their accounts, write letters, etc., for a few hours daily or weekly, depending on the size of their practice. I suggest you insert a newspaper advertisement, also send out a circular letter to a number of them, quoting your fee per hour and telling exactly what you can do. Try to get one such account at almost any price. After a few months of practice, if your work is good, the physician will be glad to recommend you to his colleagues, and your greater familiarity with medical terms and the business of the doctor's office will help you to extend your clientele. If you get enough work, you may be able to afford a competent mother's helper to take care of the children in your possible whole-day absences, so that your mind will be more at ease while you are at work.

FOR five years I have held a very pleasant position as secretary to the president of a large company. Now they are changing everything in the company, and instead of having to be responsible to the president whose secretary I am, they want me to report to the new office manager who has only just come. Of course, this is very irksome, because I have been with the company so long and I certainly know more about the business than the new man. I want to resign, but my mother is trying to persuade me not to, and she thinks I ought to obey orders. What do you think?—EVA J.

If you are really interested in being an efficient business woman you must learn the art of fitting in with the spirit and plans of the organization, just as a good soldier learns to respect military discipline. I find very often that a spirit of jealousy toward new authorities—which is really what you seem to have—handicaps everybody concerned, the business, the person in authority, and last, but not least, the worker herself. If you want to amount to something in business, learn to respect the plans of the organization. Learn to obey orders cheerfully and thoroughly. No business can progress if employes rebel against its discipline, and all the information you have gathered during your years of service is valueless if you go against the discipline of the business. My suggestion to you is stay where you are, obey orders, and report to the authority assigned. I'm sure it will not prevent you from utilizing the information at your command.

ARE there any easy books that will help me write perfect letters? I am a stenographer and although I try hard to spell and punctuate correctly, somehow it seems against my nature to do it right, and I've lost two positions on account of it.—ELLEN W.

Here are some up-to-date books that ought to help you: "The Business Letter," by Ion E. Dwyer; "English for Business," by E. H. Webster; "Talks on Business Correspondence," by W. C. Bamburgh; "Effective Business Letters," by E. H. Gardner.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but are tired of serving the same old combination over and over again, the accompanying menus for a whole week of meals have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Grapes	Cantaloupe	Oranges
Bacon and Potato Omelet	Salt Codfish Balls	Poached Eggs on Toast
Toast	Rolls Coffee	Coffee
Coffee	*Luncheon*	*Luncheon*
Luncheon	Russian Salad	Cold Beef Heart, Chili Sauce
Devilled Tomatoes	Graham Bread and Butter	Parker House Rolls
Rolls	Peach Sauce	Fruit
Gingerbread	*Dinner*	Coffee
Iced Tea	Baked Stuffed Heart,	*Dinner*
Dinner	Brown Gravy	Braised Leg of Mutton
Mock Duck	Creamed Potatoes	Brown Gravy
(Bread Crumb Stuffing)	Stewed Tomatoes	Hominy Boulettes Onion Puree
Stewed Corn Currant Jelly	Cucumber Salad	Lettuce Salad
Dressed Lettuce	Apple Dumpling,	Raspberry Snow
Banana Compote	with Hard Sauce	Mock Angel Cake
Coffee	Small Cups Coffee	Small Cups Coffee

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Prunes	Sliced Bananas	Stewed Apples	Fruit
Cornmeal Mush	Top Milk	Broiled Tomatoes on	Oatmeal Top Milk
Top Milk	Shirred Eggs	Cream Toast	Coffee
Toast Coffee	Toast	Coffee	*Dinner*
Luncheon	Coffee	*Luncheon*	Casserole Roast
Potato Chowder	*Luncheon*	Vegetable Salad	Spiced Currants
Corn Bread Sticks	Macaroni Croquettes	Whole Wheat Gems	Rice
Sliced Tomatoes	Cream Sauce, with Cheese	Chocolate Blanc Mange	Dressed Lettuce
Apple Sauce	Fruit	Coffee	Raspberry Ice Cream
Coffee	Coffee	*Dinner*	Ideal Sponge Cake
Dinner	*Dinner*	Beef Birds,	Small Cups Coffee
Thinly Sliced Cold Mutton	Planked Bluefish	Brown Gravy	*Supper*
Banana Fritters	Potato and Green Pea Border	Noodles Glazed Onions	Lettuce and Shredded
Lettuce and Tomato Salad	Cucumber and Lettuce Salad	Pineapple and Cream	Meat Sandwiches
Queen's Pudding	Cheese Crackers	Cheese Salad	(from Casserole Roast)
Small Cups Coffee	Half Cups Coffee	Half Cups Coffee	Sliced Peaches

Good To Eat

Turkish Eggplant.

WASH and peel two eggplants and chop well. Pass a pound of raw mutton through the meat chopper and season to taste with salt, paprika, chopped onion and parsley. When the mixture is fine, put in a baking dish, cover with a good tomato sauce and bake slowly.

Golden Corn Cake.

MIX and sift one cup cornmeal, one cup flour, one-quarter cup sugar, five teaspoons baking powder and three-quarters teaspoon salt. Add one cup milk, one egg well beaten and two tablespoons melted butter. Bake in shallow buttered pan in hot oven about twenty minutes.

Corn Griddle Cakes.

ADD a half cup cornmeal to one and one-half cups boiling water and boil five minutes. Turn into bowl, add one and one-quarter cups milk and two cups flour mixed and sifted with one and one-half tablespoons baking powder, one and one-half teaspoons salt and one-third cup sugar. Then add a well beaten egg and two tablespoons of melted butter. Cook the same as wheat flour griddle cakes.

Casserole Roast.

FRY out a slice of pork. Brown three or four pounds of round or rump on both sides in the fat. Put in a casserole with one-quarter each of a carrot and a turnip, an onion, and a head of celery cut into small pieces, a few small peppercorns and two cups of water or stock. Cover and cook in a hot oven three hours, basting occasionally. A sauce or gravy can be made with water, flour and some of the juice left in the casserole.

You Might Try

Vanilla in Your Cocoa.

IN making cocoa or chocolate the flavor will be wonderfully improved if a drop of vanilla is addded to each cup just before serving.

Saving the Gas.

PUT an inverted flat iron pan or skillet over the irons when they are being heated for ironing. This will save an unnecessary waste of gas.

A Magnet As a Shopping Aid.

IN buying buttons a magnet can be used to detect buttons that will rust when washed. Do not use buttons that can be picked up by the magnet.

Freezing the Fruit Cake.

AFTER mixing all the ingredients for a fruit cake, set in the icebox as near the ice as possible and let remain for a few hours. This will make the dough lighter and will allow it to become thoroughly flavored with the fruits and nuts.

Watching a Chicken's Feet.

IN BUYING chickens you must watch their feet if you expect to be able to tell anything about their age. A young chicken's feet are tender and have almost no fat on them. The older a chicken is, the harder and more scaly becomes the skin on the feet.

A Cheap Cleanser.

SOAP BARK that costs about fifteen cents a pound at any drug store will be found a cheap and excellent substitute for high-priced cleaning mixtures. It will remove grease spots and other stains from clothing. The proportion to use is one tablespoonful to one-half pint of water. It is non-inflammable and has no odor.

PIRATE OF TIMES IS SUBTLER GAME

An Example Shows How It May Put Premium On Partner's Skill

By An Expert

New York, August 20.—Some of the critics tell us that pirate is too easy a game, as compared to auction, because the two big hands get together every time and the others have no chance. It is not denied that they get together, or rather fall opposite each other as partners, at auction with astonishing regularity sometimes, and that there is no separating them when they do.

The theory of these critics seems to be that they will stay together at pirate, and get together when they do not fall in that natural order, as they would at auction. They acknowledge the difficulty of getting the best combined bid out of the two opposite hands at auction, and statistics prove that they fail to do it at least one-third of the time.

An impartial critic would probably suggest that if this difficulty in arriving at the best bid between two specified hands made the whole game difficult, and this difficulty was to be rated as a point of superiority, then pirate should be the better game, for the difficulty is extended to four players, instead of being limited to two. At auction it is only Y and Z who have to decide between their two hands and A and B between theirs. At pirate we get three selections for each individual at the table, instead of one only. It is not alone between Y and Z, but between Y and A, Y and B as well.

In the majority of hands the best combination is not an easy matter to arrive at by any means. The critics betray their unfamiliarity with the game when they say that the two strongest hands always get together. On the contrary, there are countless instances of the weakest hand at the table breaking up this combination and getting one of the strong hands for a partner against the other strong han Many examples have already been published.

There are many hands in which there are several excellent combination bids, each good in itself, and the interesting element in the bidding lie in seeing which can survive.

But the theory of the survival of the fittest does not always fit. The best bid may not be arrived at, or it may be offered and turned down. It may be outgeneralled or outguessed, through certain niceties of judgment which are totally unknown to auction. There are many deals in which there is one very desirable partner for whom each of the others is bidding. In other deals there are two such partners, and either would equally suit any of the three other players.

Take the following distribution, in which every player at the table wanted to attach himself to either of two others, and note the accuracy with which each can figure out the tricks he might lose if he got the wrong partner. There is nothing like this in the bidding at auction, which is largely a guess game as compared to pirate.

H. Q 10 7 2
C. Q 4
D. A 9 7 5
S. K 5 3

H. A J 9 6 4 — H. 5
C. 8 3 — C. J 10 6 5
D. K Q 10 4 2 — D. 8 6
S. J — S. Q 10 9 8 7 6

H. K 8 3
C. A K 9 7 2
D. J 2
S. A 4 2

At pirate Z bid a diamond to feel out a no trumper. This is sometimes a simple process, but in many cases a lively competition for the privilege of having the no trump hand for a partner will ensue.

A accepted the diamond, Y doubled and B saw at once that Z had a no trumper in view. In order to attach himself to this hand, which must have spades, he bid three spades, so as to make his offer unusually attractive to Z.

But Z did not accept. He sees that all the diamonds would be against them, and Y's double indicates not only the command of the diamond suit, but some tricks outside. Both A and Y pass, because they have their eye on the no trumper, with a side line in hearts for A.

The spade bid void, Z says no trump. A passes, so as to get in his heart bid and play the hand. Y accepts, B and Z pass and A bids two hearts. This puts a different complexion on the situation for Y, who accepts the hearts. They have the whole diamond suit between them, at least nine hearts, and Y can stop the spades.

But Y overlooks something. Game in hearts with A is very unlikely; game at no trumps with Z highly probable. Z must have the heart suit stopped if he is weak in nothing but diamonds. The same is true of the spades. Add to this a big club suit, which must be the foundation upon which the no trumper is built, and Z seems bound to win four tricks against the heart contract if his stopper is the ace of hearts.

This brings us to one of the fine points of the game which critics tell us is so easy. If Z has the ace of hearts game at hearts with A is impossible; but game at no trumps with Z is a certainty if the clubs make. Now comes the interesting part of the bidding.

When B passed the heart acceptance Z went to three hearts, dropping his no trumper in favor of the major suit. He judges that he cannot get Y back to no trumps, but that either A or Y would suit him equally well at hearts. A accepted him, correctly inferring that Z had the king of hearts, at least the ace of spades and a big club suit.

Y is not done yet, and bids three no trumps. Z refuses, as he is sure he has the situation sized up right. That bid void, B makes his last effort, three spades, no one accepting him, so the hand is played at hearts, Y to lead. B and Z can make three spades.

Whether or not this is the best combination bid the reader may determine for himself, but he must admit that it is not so easy to arrive at it. Y and Z cannot make more than three odd at no trump, and would have to play well to make that. Z and A should have made four odd at hearts, but they did not do it, which looks as if there was something in the play after all.

Y led the king of spades, Z a small trump, the ace winning and the ten forcing the king on the next round, B discarding a diamond. Another trump forced the queen, and another spade forced A's hand. At this point Z made the slip that cost him his contract. The point is instructive.

Instead of letting Y's trump alone and clearing the diamonds Z pulled the trump and led a club, and even then instead of leading the diamonds Z went on with the clubs, ruffed the third round, as B had discarded one, and let in the ace of diamonds and three spades. A diamond lead at the sixth trick holds Y down to the ace of diamonds and his long trump suit.

Had A refused to accept Z's heart bid he would have made four odd with Y, no matter what B led, although B's reading of the situation would prompt a club opening. It was a game hand for A at hearts with either Y or Z if properly played.

Moral: Is there not something in pirate that suggests the selection of a partner according to his playing ability as well as his cards? There is nothing of that in auction.

Aviator Who Will Fly In Shanghai

Art Smith

The management of Art Smith, the American airman who will give an exhibition here, announces that the date of his flight has been postponed. It was decided not to give the exhibition on Oct. 10 and 13, as planned, because he cannot arrive here until that day and also because on both of these days other events have been arranged. Notice of the new date selected for the flight will be given later.

School For Card Players

(Continued from Page 1)

discovers he has six cards. Is it a misdeal? Would it affect the decision if another player had four only?

Any hand of more or less than five cards, lifted and looked at is foul. It is not a misdeal in such cases.

D. R. says: The last pot is to take acts or better. A opens it and others come in. Then A finds he had not the two small pairs he thought he had. One of the other players has a flush pat, and raises on it. What becomes of the antes?

The pot must be played for just as if it had been legitimately opened, the opener being out of it, and losing all he has put up.

D. L. says: Playing deuces running wild, under the house rule that the hand must be named by the player and no correction of it allowed, A lays down two aces, two eights and a deuce, calling it "Aces and eight." B lays down a triplet and insists that A's hand was called at two pairs.

A did not say he had two pairs, but aces and eights. As all the cards in his hand are therefore aces and eights B cannot beat it, no matter which is the three of a kind, the aces or the eights. B is simply quibbling.

B. T. R. says: A opens, B stays and C raises. All three draw cards. A refuses to bet, shows openers and throws up the hand. So does B. When C proceeds to take the pot B objects that C cannot win it without making a bet.

Whom would C bet against? If both A and B pass and no one else is in it, C is entitled to take the pot on account of his position as the only man at the table that has five cards.

G. M. says: The game is table stakes. A has opened and bets, and the betting is hot for the first round. When A raises a second time C raises him and D sees both. Then B claims his turn and bets all he has. C and D want to take down their bets out of turn. B bets they stay.

B is right.

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SHANGHAI, SUNDAY, OCTOBER 7, 1917

QUAYLE AT BEST BUT SIDE LOSES

Married Men Trim Bachelors At Cricket With Four Wickets To Spare

BARRETT SHAPES WELL

With 60 Not Out, Neutralises Quayle's 74; Morris Is Bowling Wizard

By Domino

The married men beat the single men on the S. C. C. ground, yesterday afternoon, by four good wickets—and that is as it should be. As a matter of fact, the bachelors did not seem to be a bit pleased with themselves. Only two of them made anything like a show to justify their condition.

There was C. E. M. Thomson, who started the game. He made 22. And then there was Quayle. The latter simply gloried in his single blessedness. He wallopped his pal Sale and Dr. Morris and Walter Wilson all over the field.

He hit four sixes and one of them was a beauty—right over the screen into the bandstand. Just as well the Municipal Band were on vacation.

Stagg made an effort at making a party of it, but he took a swipe at Morris and Barrett, on the leg [illegible] gathered it in with the grandest of catches. Deeks conceded 12 extras. Not as good as usual, Deeks!

The married men sent Middleton (24) and Deeks (11) in to open the innings for them and, like all married men, they were very steady—at first. Then came Doc. Morris and Capt. Barrett. And didn't they make things hum!

The former kept his end up and Barrett convinced the big crowd in the pavilion that married life was the one and only state for a sportsman. He played a grand innings and, when time was called, had 60 to his credit and his wicket still intact. Thanks to his fine display, the bachelors had to confess defeat as stated above.

The game as a whole proved to be quite one of the best of the season. The weather was ideal, the fielding was well above the ordinary. Clifford in this department of the game was the bright particular star and the crowd occupying the pavilion and tea-tent created a record for the year.

Morris held all the bowling honors. His four wickets cost only 32 runs. He got a tremendous amount of work on the ball and, when he could not get a straight decision, he managed to get the sticks behind the batsman's legs.

Langley and Sale were seen among the married men, although we have not yet read their obituary notices. Haynes gave the Benedicts 18 runs, but he is now so much in sympathy with them that he intends to change his state before the return fixture.

The scores follow:

Single

W. C. G. Clifford, b. Sale	4
C. E. M. Thomson, st. Deeks, b. Sale	22
C. H. Bhoora, b. Sale	0
J. Quayle, b. Dr. Morris	74
H. J. Cooper, run out	4
S. Vine, b. W. E. Wilson	2
C. S. Cheetham, b. W. E. Wilson	0
E. W. Stagg, c. Barrett, b. Dr. Morris	11
W. E. Anderson, b. Dr. Morris	0
W. J. Haynes, b. Dr. Morris	3
C. C. Whitehead, not out	5
Extras	12
Total	137

Bowling Analysis

	O.	M.	R.	W.
G. Sale	12	0	53	3
Dr. Morris	8.2	1	32	4
W. E. Wilson	10	0	40	2

Married

H. Middleton, run out	24
S. J. Deeks, b. Quayle	11
E. G. Tait, c. Clifford, b. Whitehead	7
Dr. H. Morris, b. Bhoora	16
Capt. E. I. M. Barrett, not out	60
E. G. B. Lover, c. and b. Clifford	1
W. E. Wilson, run out	0
C. Knight, not out	1
Foster, Langley, Sale, did not bat	
Extras	18
Total	138

Bowling Analysis

	O.	M.	R.	W.
Quayle	15	2	44	1
Vine	10	1	28	0
Bhoora	7	2	10	1
Whitehead	5	1	21	1
Clifford	8	2	17	1

Unique Events Enjoyed At Annual Railway Sports

A unique program of athletic events participated in by cosmopolitan contestants of all ages and both sexes was staged yesterday afternoon by the staffs of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways at their Markham Road Recreation Ground. Two trainloads of spectators journeyed down to the scene of activities and spent the glorious afternoon without a dull moment.

Following the contests, prizes of the most elaborate description were presented by Mrs. D. P. Griffith and the good natured audience gave the delivery coolie, P. P. Loh, who beat G. Danson in the two-mile bicycle race, a round of applause as enthusiastic as that they gave to Mr. D. McKay, who won the "veterans' race."

The pavilions and bandstand were profusely decorated with flags of different nations and the Boys' Orphanage Band of Kiangwan furnished the music on the grounds as well as during the trips on the special train.

The results follow:

Potato Race, 1, C. L. W. Bailey; 2, Y. C. Tong; 3, D. S. Woo.

One-Mile Bicycle Race—1, J. Chan; 2, D. S. Woo.

3. Girls' Thread and Needle Race—1, Miss Olive Phillips; 2, Miss Manley; 3, Miss Radomski.

4. 100-Yards Dash—1, L. P. Quincey; 2, Y. C. Tong; 3, C. L. W. Bailey.

5. Despatch Race on Bicycles (for Delivery Coolies only)—1, Chu Fok-sung; 2, Loh Pow-pow; 3, Shu Shang-yung.

6. 220 Yards Race—1, L. P. Quincey; 2, J. Chan; 3, L. Bailey.

7. Veterans' 100 Yards Handicap—1, D. McKay; 2, J. McKay; 3, W. Quincey.

8. Cigarette Race—Mrs. Holmes and Mr. Forestier.

9. Relay Race, Half Mile (Departmental)—Won by the Accounts Department Team consisting of J. Chan, T. V. Tsang, K. S. Chu and N. L. Soo.

10. Boys' Race (under 14 years of age)—1, H. Madha; 2, Humphrey Tappenden; 3, R. Vier.

11. Melee Race—1, S. Y. Zee; 2, Geo. Danson; 3, D. S. Woo.

12. 440-Yards Race—1, J. Chan; 2, T. S. Hsi.

13. Children's Race (under 10 years of age)—1, J. Vier; 2, A. Phillips; 3, H. C. Hoo.

14. Time Race (to a Sealed Time)—1, Mr. I. Tuxford; 2, Mr. A. C Clear; 3, K. C. Chu.

15. Two Mile Bicycle Race—1, P. P Loh; 2, Geo. Danson; 3, D. S. Woo.

16. Sack Race—1, K. S. Chu; 2, L. P. Quincey; 3, C. L. W Bailey.

17. Tug-of-war—Won by Traffic Department under Captain R. J. Glendinning.

18 Fire Brigade Competition—Won by the Markham Road Watchmen under Captain C. L. G. Wayne.

The football challenge cup presented by former Managing Director Chung Mun-yew was presented to Kyat Tong, captain of the Shanghai-Hangchow-Ningpo Railway football team, which now has two wins to its credit, while the Shanghai-Nanking team has one. The singles tennis championship cup goes to G. McKay, while the doubles was won by the accounts department.

Rowing Club Notes

The training of the British crew makes slow progress. With few exceptions, the eight or ten eligible oarsmen to form a British Eight have not shown that keen interest in the sport which is looked for at this stage of the training. With only 20 days for training some hard work must be faced by the Britishers if they mean to hold their American cousins and the Danes. Their display at Henli over the week-end was quite up to average but it is doubtful if there is at present one man in the boat who can last the course and at the same time row.

The following men are likely to represent Britain in the Eights

Bow—Campbell
2—Burtenshaw
3—Malcolm
4—Evans
5—Watson
6—McIntyre
7—McDonald
Stroke—Jones

Owing to sickness it has been found difficult to raise an English and also a Scottish Four. Unless fresh talent is forthcoming the Fours will combine and enter a British Boat.

In the Club Fours the entry lists are open for names, and members who intend to take part in this time-honored event should sign up at once.

Three scullers are mentioned as taking part in the Junior Sculling Race.

Prof. Ore's Recital

An audience more appreciative than it was large heard Prof. Harry Ore's piano recital at the Lyceum Theater last night. Prof. Ore, who is a graduate of the Petrograd Conservatory, played an excellent program with distinction.

Prof. Ore's program was a tribute to the musical taste of Shanghai. It was a choice of the world's finest music. Beethoven, Chopin, Liszt, Grieg, Debussy, Brahms, Bach—it was a treat one does not get often here. And to each Prof. Ore did justice.

The Weather

Fine weather. The maximum temperature recorded yesterday was 77.4 and the minimum 55.8, the figures for the corresponding day last year being respectively 78.7 and 53.0.

Lawn Bowls

Rink Championship Semi-Final

Mr. McMurdo's rink won the semi-final by two points after a tie at 21 ends compelled three more ends to be played. The scores follow.

G. McMurdo (skip)		J. Burnside (skip)	
R. C. Aitkenhead		A. Eek	
A. Macgregor		A. S. Anderson	
F. Ferrier	21	J. Shaw	19

Singles Semi-Final

Mr. O. Crewe-Read won the semi-final of the singles championship from Mr. J. C. Macdougall by 25 to 18.

S.L.B.C. Rink Semi-Final

Mr. Disselduff's four had an easy win in the S.L.B.C. competition, the score being 26 to 12. The results follow:

J. T. Disselduff (skip)		A. Taylor (skip)	
J. J. Sheridan		C. J. Head	
G. R. Wingrove		D. MacIntosh	
W. A. Ogden	26	R. Simmons	12

At The Theaters

Pearl White in "The King's Game" holds the place of honor on the bill tonight at the Apollo. In addition to this popular film there are also the Pathe Gazettes, the annals of the war, a travel film and a bright comedy. Kipling's great story, "The Light that Failed," featuring Robert Edeson and Lilian Tucker, is to have its screen introduction to the local movie fans Oct. 11.

The Collier Girls, an Australian troupe of popular artistes, bringing with them an extensive program of the latest songs and dances, are announced to appear at the Victoria Theater Tuesday. Meanwhile this playhouse is showing tonight and tomorrow night the "Making of Maddalina," starring Edna Goodrich. Charlie Chaplin in "The Vagabond" is also on view. This afternoon "Gloria's Romance" and a Chaplin film are on the program.

"Ben Blair," with Dustin Farnum in the title role, is the feature at the Olympic—five reels of stirring action and pleasing romance.

"The Crimson Stain Mystery," super-serial, showing episodes 7 and 8, is at the Isis Theater today. Beginning tomorrow this playhouse will show "The Sacred Veil," a six-part drama of spectacular features.

The last episode of "The Two Little Vagabonds" is being shown at Towa Cinema Theater at today's matinee and evening performances. A Pathe Color film and two funny comedies complete the bill. Commencing tomorrow the final two episodes of "Liberty" will be shown.

Clarke's Cirque begins its evening performance in Chang Su-ho's gardens at 9.15 tonight. In addition to the circus program there are three sure-fire Chaplin pictures.

Joys and Glooms — By Tom Powers

Shanghai Races---Autumn Training

Saturday, October 6, 1917

Pony.	Rider.	¼ mile.	½ mile.	¾ mile.	1 mile.	1¼ miles.	1½ miles.	1¾ miles.	2 miles.	Last quarter.
Rosewood	boy	40.3	1.19.3	1.56.1	2.29.3					(m) 33.2
Malcolm	boy			1.57.2	2.32.2	(last mile)				(m) 35
F. W. S. bay sub	boy	50	1.33.4	2.11.2	2.46.1					(c) 34.4
F. W. S. ches sub	boy				2.45.3					(c) 34.1
Goodwood	boy	37.2	1.15	1.49.3	2.24	3.01.2				(m) 37.2
Hyenaes	boy	39.3	1.19.3	1.58	2.29.3					(c) 31.3
Grey Goose	RMD	42.1	1.23.2	2.01.1	2.35	(last mile of 1¾)				(m) 33.4
F. W. S. piebald sub	boy	46.2	1.26.4	2.02	2.36.3					(c) 34.3
F. W. S. grey sub	boy				2.37.3					(c) 35.3
Messines	boy	50	1.34	2.10.2	2.44.1					(m) 33.4
Capercailzie	HEA	52.3	1.40	2.25.3	3.11.3	—	4.26.2	5.01		(c) 42.3
Oriole	WH	46.1	1.34.1	2.18.3	3.05.3	3.49.3	4.27.3	5.00.3		(c) 33
Mush	boy	42	1.21.3	1.59.4	2.36.3	3.08.1				(c) 31.3
Cohasset	boy	44.2	1.27.4	2.09.3	2.47.2	3.22.1				(m) 34.4
Black Diamond	JJ	43.4	1.25	2.02.2	2.38.1	(last mile)				(m) 36.4
Kronborg	boy	47.4	1.28.1	2.11.3	2.51.2	3.29	4.00.2			(o) 31.2
Toeg dun	boy	37.4	1.14	1.47.1	2.22.2					(c) 35.1
Toeg bay	boy	—	—	—	2.21.3					(c) 34.1
Domino	JJ	42.4	—	—	went 1¼					(m) —
Zuyder Zee	boy			cantered 1½ miles.						(m) —
Sorensen's cream	boy	40	—	1.48	2.26					(m) 38
Ampat	boy	41	1.21	1.54.1	2.25.4					(c) 33.1
Father Xmas	boy	38	1.18	—	2.30	3.02.3				(m) 32.3
Mashie	boy	44	1.26	2.07	2.47	3.24	3.57			(m) 33
Gladiator	CRB	38	1.19.3	1.58.3	2.33.2	3.06.3	(last 1¼)			(m) 33.1
Tiga	boy	36	—	1.44.3	2.17					(o) 32.3
F. S. sub	WH	—	1.06	1.41		(Berni)				(c) 35
Ewo roan	JJ	—	1.26.2	—	2.45	3.19				(c) 34
Ewo marble grey	boy									(o) 34
Niblick	RMD	35	1.10.4	1.44.4						(c) 34
Lima	boy	44.2	1.26	2.05.4	2.41.4					(o) 36
Fresco	boy	—	—	—	3.01	3.36				(m) 35
Fairylight	EM	40¼	—	—	2.26.4					(c) —
Lamplight	boy	—	—	—	2.26.4					(c) —
C. McBain's	boy	—	—	—	2.57.4	3.33				(c) 35.1
Jordan's sub	boy	42	1.20	1.56	2.29					(c) 33

C = Cinders. M = Mud.

School For Card Players

Auction Bridge. H. B. S. says: The winning declaration is made by Z, and it is A's lead, but B leads the four of spades. Z insists that he can call a suit from A, but A protests that he can call the suit from B only, and must wait until B gets the lead. In support of this he quotes law 76, which says, "as soon as it is the turn of the adversary to lead."

The law is not quite correctly quoted, as the words are "as soon as it is the turn of either adversary to lead." It being A's lead at the time the error was committed and he being an adversary, he can be called on to lead a suit.

R. J. says: The declarer is evidently about to lead out of the wrong hand when dummy corrects him with the remark. "This hand partner." The opponents object. Dummy says that under the new laws she can call attention to a lead out of turn.

Dummy is correct so far as leads out of turn by the adversaries are concerned, provided dummy has not intentionally overlooked the hand of either adversary; but under no circumstances can dummy call attention to a lead out of turn by the declarer. Should dummy endeavor to prevent such a lead either adversary may say from which hand the lead shall be made. The reason for this restriction of the rights of dummy in calling attention to leads out of turn appears to be that there is no penalty for a lead out of turn by the declarer, such as calling a suit.

Mrs. H. says: Playing duplicate, A bids out of turn. We understand the penalty is 50 points in honors; but can the next player to the left accept the bid and overcall or double it, as in straight auction?

In duplicate the bid out of turn is void, and the correct order of the bidding must be resumed. There is no penalty preventing the partner of the player in error from bidding in his turn afterward, as there is in straight auction, the idea being that 50 points penalty is enough.

Again: We understand that the bonus for winning a game at duplicate is now only 100 points instead of 125.

The Knickerbocker Whist Club, which is responsible for the laws of duplicate, tried the 100 points for a year or so, but last winter it went back to the 125, as it was found from experience that 100 was not enough.

Euchre. E. F. S. says: Playing four hand, score does not matter. Z deals and turns up a spade. A sitting second hand, orders it up. It turns out that A did not have a spade in his hand, so Z protests that the order up was illegal.

There is no qualification necessary to order up. Who could tell whether there was a trump in the ordering hand or not until the hand was played? No card game allows rules infractions of which cannot be detected in time to apply the penalty without trespassing on the rights of others.

Poker. C. R. U. says: All the players have picked up their hands when B

(Continued on Page 2)

SHANGHAI BEATS BROOKLYN, 13-4

Relieves Sting Of Recent Defeats By Romping Away With Game At St. John's

'DYNAMITE' IS HIT HARD

Scott Keeps Bingles Scattered And Has Best Support; Sailors Err Often

Assuming the role of the ruthless avenger, Shanghai took the Brooklyn nine to a sound trimming yesterday, 13 runs to 4, and applied a measure of balm to the sting of the flagship's recent five straight wins. The game was played on the St. John's College diamond and, despite the distance from town, a goodly crowd of fans travelled out to watch the home boys apply the club.

Scott, mainstay of the gunboats squad, did the hurling for Shanghai and by judicious scattering of the eleven safeties recorded against him and good backing by his team, held the slugging flagship men pretty much at his mercy. He blanked them for six innings, after three hits had failed to blossom into runs in the first. The winners nicked Hylton for eighteen safe blows and he struck out seven. "Dynamite" was further handicapped by some loose fielding, due largely to the roughness of the diamond.

Shanghai started the scoring in the first inning, when Maloney clubbed out a loud three-bagger and Woods singled, and then kept the runs coming throughout the contest. The fourth, seventh and eighth were the only sessions in which the goose-egg went on the landsmen's side of the score-board. Just to rub it in they went on the rampage in the last inning and pounded in four runs as a clincher.

The Brooklyn tabulated three hits in the first but a snappy double play, interjected at a vital moment, staved off the scoring. From then on to the seventh Scott gave them only three scattered bingles. One of these, a three bagger by Gage, came at the opening of the sailors' sixth and it looked as though they had started. But Porterfield combed Heubel's fly off the grass tops and Swift nailed another long one to right—fast fielding holding the runner on the sacks—and Maloney shot Hopkins out at first to retire the side. Three hits and a walk gave Brooklyn three in the seventh. Errors by Woods and Bristow after two were out scored their last run in the ninth.

Cap Cy Wilhoit punished "Dynamite's" delivery for a rousing homer to right in the third, driving Woods in ahead of him. Scotty poled for three bags later on in the same inning, but died on the corner sack. Three errors and one hit accounted for three Shanghai runs in the fifth. The boys caught the Brooklyn by surprise with a bunting attack to open the sixth and before they caught up Porterfield and Maloney had beat out rollers and both had advanced on a third one by which Woods sacrificed himself. A bad throw to third by Hopkins and a timely single by Bills brought the runs home.

Bills led off the ninth with a three-base drive to right. Scott was out but Bristow scratched one through short, scoring Bills. Singles by Tinkham, Porterfield and Maloney in succession accounted for the remaining three scores.

Yesterday's score:

Shanghai

	AB	R	H	PO	A	E
Maloney, 3b.	6	2	3	1	3	1
Woods, 2b.	5	1	2	2	2	1
Wilhoit, 1b.	5	1	3	12	1	0
Bills, ss.	4	2	2	3	4	1
Scott, p.	5	1	2	0	5	0
Bristow, c.	5	3	1	3	2	1
Swift, rf.	5	0	1	1	0	0
Tinkham, cf.	5	1	2	1	0	0
Porterfield, lf.	4	2	2	3	0	0
Totals	44	13	18	27	17	4

Brooklyn

	AB	R	H	PO	A	E
Brenner, ss.	5	0	3	3	3	1
Deal, 3b.	5	2	0	2	1	0
Gage, cf.	5	0	3	1	0	0
Heubel, 2b.	4	0	2	5	2	1
Shephard, rf.	4	0	0	1	0	1
Hopkins, 1b.	4	0	1	9	0	1
Hawkins, lf.	4	1	1	1	0	0
Hylton, p.	3	0	0	0	4	0
Harrison, c.	4	1	1	8	1	2
Totals	37	4	11	27	11	6

By innings:

Shanghai	1	1	2	0	3	2	0	0	4	=13
Brooklyn	0	0	0	0	0	0	3	0	1	=4

Home run—Wilhoit. Three-base hits—Maloney, Scott, Gage, Bills. Two-base hits—Harrison, Gage. Sacrifice hit—Woods. Sacrifice fly—Bills. Stolen bases—Brenner, Deal, Gage, Hawkins, Tinkham. Struck out—by Hylton, 7; by Scott, 2. Bases on balls—off Scott, 1. Double play—Scott-Wilhoit-Maloney. Passed ball—Harrison. Hit by pitcher—Hylton.

Umpire—W. G. Holliday.